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Department of Transport

ANNUAL REPORT

1997-98

Tasmania

DEPARTMENT of TRANSPORT

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Our Vision

The Department of Transport prides itself as a leader, guiding the community to innovative transport solutions, linking Tasmanians to the world.

Our Mission

Working together towards the best possible transport system which makes Tasmania a better place to live.

Our Outcomes (what we aim to achieve)

- A safe transport system
- An accessible and equitable transport system
- A transport system which enhances economic development

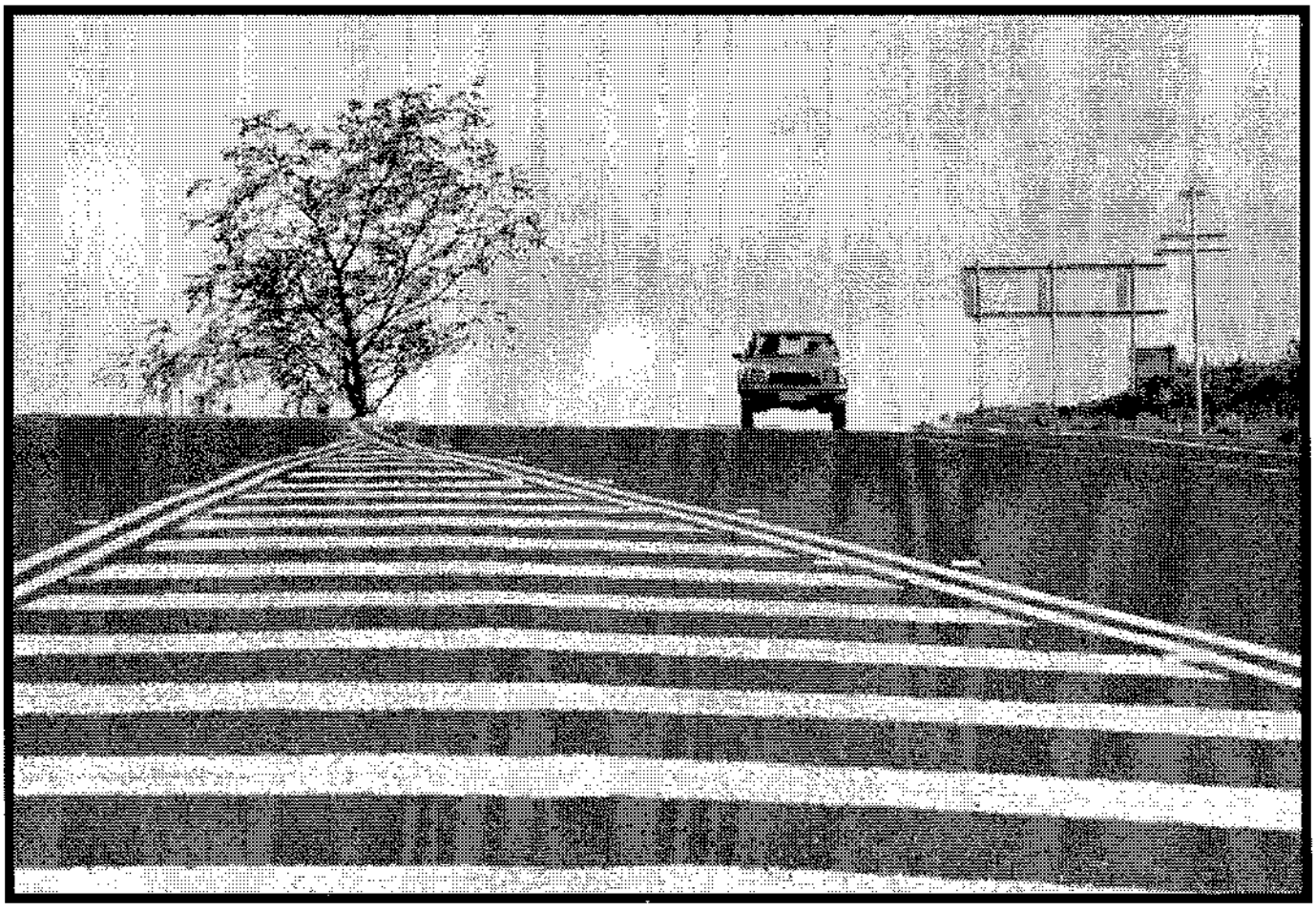
Our Outputs

(what we deliver to achieve these outcomes)

- Transport policy advice and planning
- Land transport safety programs
- Ensuring the provision of transport services and infrastructure

Our Performance

- Provision of expert quality advice to Government and ensuring the best planning framework for Tasmania
- The safest roads in Australia and the safest roads in Tasmanian history
- Working closely with all transport parties ensuring Tasmanians get the best possible transport services and infrastructure



Secretary's Overview

For the period under review Neil Aplin was the Secretary of the Department of Transport. By the time this report was completed, Neil had left the Department to pursue other interests, but it is important that his overview of the Department for the period during which he was Secretary be recorded.

The Department also wishes to record its gratitude to Neil for his enthusiasm, leadership and contribution during his period as Secretary.

At the Department of Transport our ultimate goal is to provide the best transport system possible for Tasmania. In 1997-98 we made significant progress towards achieving this goal, while also contributing to improving the economic and social development of this State.

The following pages highlight the Department's major achievements for 1997-98, which contribute to a safe, accessible and equitable transport system for all Tasmanians.

We strive to ensure that safety standards for road users and vehicles are applied and monitored. Vehicles are now able to be inspected for registration at Approved Inspections Stations. A new curriculum for the training and testing of motorcyclists was introduced which focuses on the competency and skills of the rider.

We continually educate children and other members of the community in the basics of road safety. There are ongoing promotional campaigns in association with Department of Police and Motor Accident Insurance Board. Our Road Safety Officers visit our primary schools and develop educational packages, and we formed a partnership with the Circular Head Council in addressing road safety issues.

We consult with industry and transport users to ensure that the transport system contributes positively to the Tasmanian lifestyle. Roads and bridges are designed and erected to high standards and traffic flow is optimised. Our customer service focus ensures we are available to answer queries on all transport issues.

In the past 12 months the Department has worked towards realising its new role as an "enabler" - in other words, establishing a framework that enables us, the providers of transport services, to meet the needs and challenges set by our customers, the Tasmanian community. In doing this the Department has undergone significant internal changes including an organisation restructure to ensure we have integrated planning processes.

The Department is comprised of many individuals who have worked as a team to face challenges and achieve the positive results detailed in the following pages.

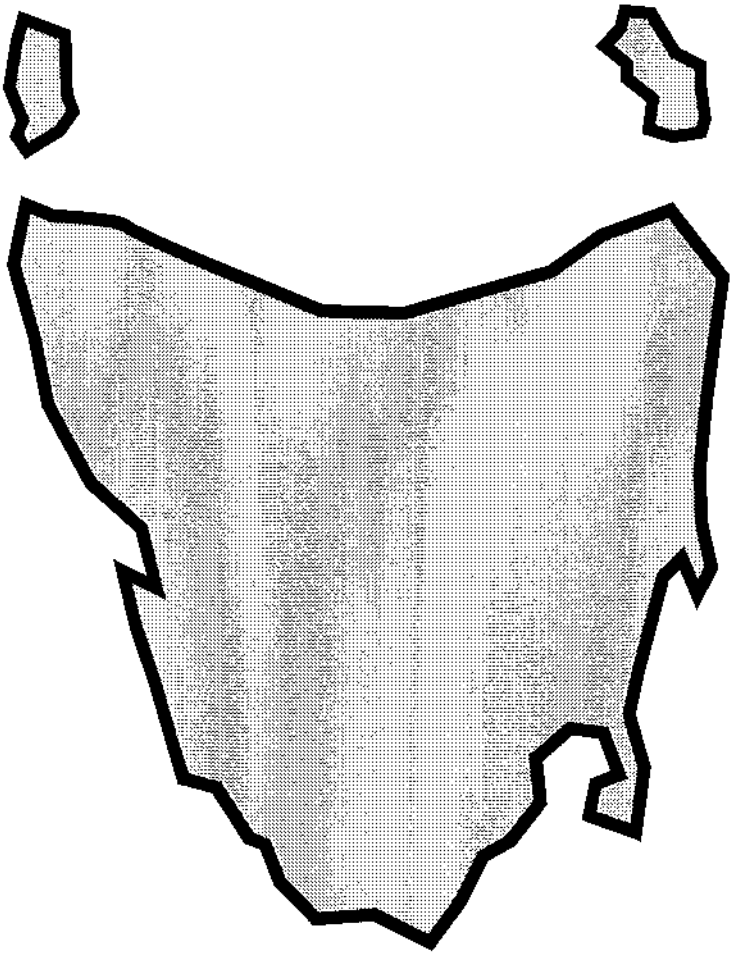
I extend my sincere thanks to each of them for their contribution.

I also wish to extend my gratitude to those members of the community, industry and other government and non-government representative bodies for their assistance and co-operation in helping to achieve a transport system in Tasmania which we can all be proud of.

The Department will continue to work closely with the community and industry representatives to take Tasmania and our transport system into the next century.

Neil Aplin

Performance Highlights - The Year in Review

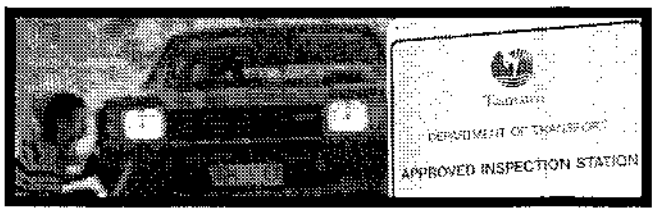


10 Year Maintenance Contract

A new $78 million 10 year Maintenance Contract for Southern Tasmania's state roads and bridges is a first for Tasmania and only the second of its type in Australia

Approved Inspection Stations (AIS)

There are now over 400 AIS around Tasmania that are accredited to undertake inspections for pre-registration and vehicles with a defect

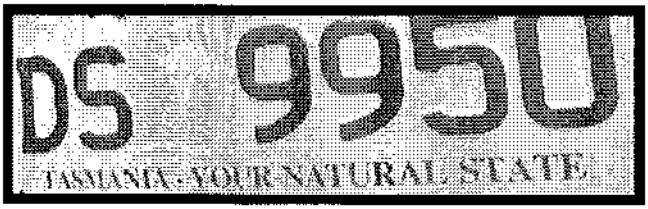


Sale of Tasrail

As part of the Land Transport Strategy to encourage innovative practices in private sector rail, the Department worked with the Commonwealth Government in their sale of Tasrail

New Registration Number Tiger Plates

A new number plate was introduced in June 1998 which displays the Tasmanian Tiger Government logo



Ports Corporatisation

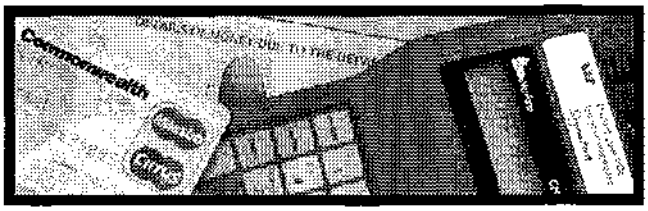
New legislation was implemented corporatising Tasmania's state owned ports and establishing the Marine and Safety Authority

Esk Main Road

A study was undertaken to assess the feasibility of upgrading proposals for the Esk Main Road, to maintain and improve transport links for locals, tourists and freight by means of increasing safety and reducing travel time

Credit Card and EFTPOS Payments

Credit card and EFTPOS payment options were implemented in late 1997, providing increased payment options for clients as well as allowing clients to pay registration renewals over the telephone



Bridgewater Bridge/Bridgewater Industrial Estate Planning

Extensive consultation is the key to successful planning for a new Bridgewater Bridge

Tasman Bridge (repaved and light installation)

The Tasman Bridge was repaved in January 1998 and the Tasman Bridge lane control system was implemented

Regional Forestry Agreement (RFA) Forestry Roading Initiative

The Department played a major role in assisting Forestry Tasmania and the Forest Industries Association of Tasmania in identifying the road links that would provide the greatest increase in log cartage efficiency if upgraded.

Channel Highway (Kingston-Margate-Cygnet)

An extensive study has provided the basis for future prioritisation of road works on the Channel Highway

Intermediate High Productivity Vehicles

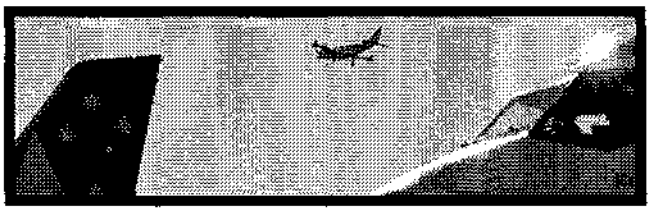
A new category of high- productivity vehicles has been introduced which allows for more efficient movement of freight on a wider road network

Dual Highway: Penguin-Howth-Chasm Creek (including rail re-location)

Upgrading the Bass Highway between Penguin and Chasm Creek is the final step in providing a road transport link of National Highway Standards between Devonport and Burnie

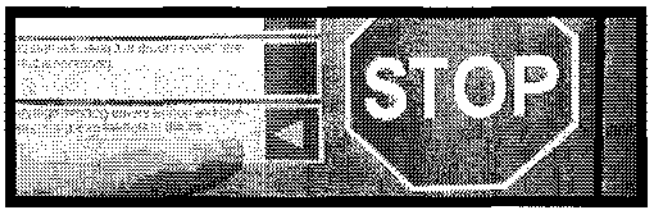
Sale of Airports

The Department played a key role in the sale of the Launceston and Hobart airports to ensure that Tasmania's interests were secured and to encourage world class operators to be involved in the running of these airports



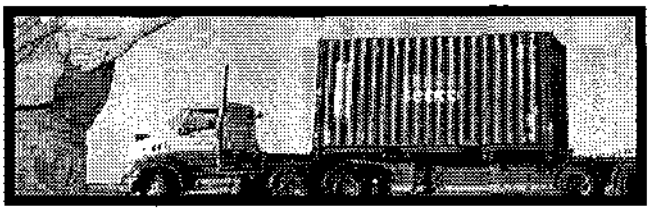
Computerised knowledge test

Driver knowledge tests can now be undertaken on a touch-screen computer at *Service* Tasmania shops



Tasmanian Freight Equalisation Scheme

Transport secured a comprehensive review of the Scheme's basis and method of delivering assistance to ensure Tasmanian Shippers continued to receive appropriate assistance



Road Safety Promotion

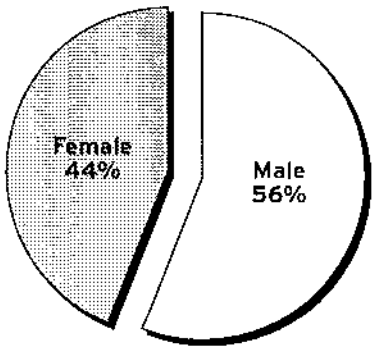
The Department continues to support the Road Safety Task Force and plays a key role in the development of advertising and promotional material

The Department in Brief

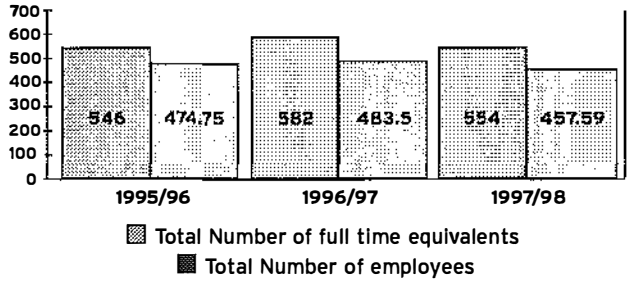
There are:

- more than 3,500 bridges and other structures in Tasmania and over 24,000 kilometres of roads.
- more than 12,500 heavy commercial freight vehicles in the State travelling over 285,000,000 kilometres each year.
- more than 2,200 registered buses in Tasmania - that is one bus for every 215 Tasmanians.
- more than 242,000 registered motor vehicles.

Department of Transport Employees



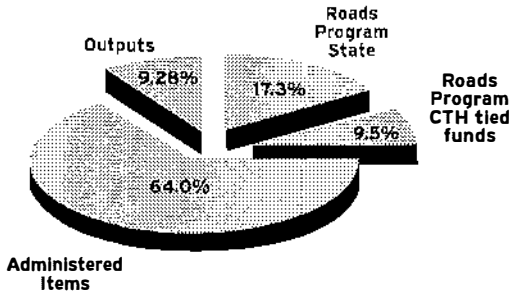
Male to Female Ratio



No. of Employees and FTEs

There were 554 people employed at Transport as at 30 June 1998. This equates to 457.59 full time equivalents. The majority of people are based in the head office in Hobart, with offices also at Mornington, Glenorchy, Launceston, Burnie and Devonport.

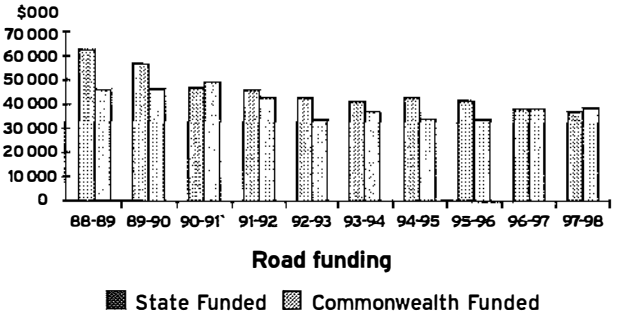
Department of Transport Financial Summary



1997-98 Budget by Type of Funding

The previous chart shows that the majority of the Department's funding is committed to administered items such as the transport subsidy schemes and shipping contracts. The remaining funds are split between maintaining the road infrastructure and with only 9.8% available to spend on policy development and research programs to support government initiatives and provide transport services.

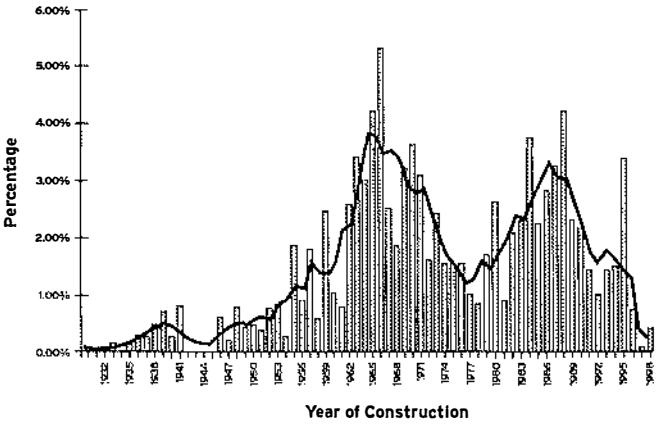
Roads Program Funding 1988-98 by Funding Source



The graph on road funding shows the decrease in funding over the past 10 years. These figures have been adjusted to account for inflation.

Transport Infrastructure

Age Distribution as at June 1998



This graph shows the age distribution of the Tasmanian road infrastructure. The twin peaks show the major construction periods of the mid 1960s and 1980s. This also shows that we are currently in a trough.

The road pavement life span is approximately 30-35 years. A significant proportion of the network is expected to fall due for rehabilitation on a continuing basis in the near future. An increase in the level of road funding will be required to maintain the current rehabilitation rates.

Transport - The Organisation

A brief history

The Department of Transport was formally created on 6 April 1995, however it has a long and comprehensive history. On 1 July 1939 the Transport Commission commenced operations. Prior to this the transport system was managed by the Public Works Department and Government Railways.

On 1 March 1977 the Public Works Department was abolished and the Department of Main Roads and the Department of Construction formed. Twelve years later the Department of Main Roads and the Transport Commission amalgamated to form the Department of Roads and Transport (later called the Department of Transport and Works). In April 1995 this Department became the Department of Transport.

The Department

The Department of Transport organises its activities into three divisions: Land Transport Safety, Roads and Public Transport, and Strategic Policy and Planning. These divisions are supported by Corporate Services and the Office of the Secretary.

Land Transport Safety

The Land Transport Safety Division is responsible for the safety of the Tasmanian land transport system through:

- Development, maintenance and enhancement of the transport network
- Development and implementation of vehicle standards and land transport safety systems
- Development and monitoring of driver safety standards
- Development and implementation of educational strategies and standards directed at road system users

The Division manages one of the State's largest databases with information on all vehicles and licensed drivers.

Roads and Public Transport

The Roads and Public Transport Division is responsible for the management of the Tasmanian roads and bridges network and for ensuring the provision of transport services including contract bus services and shipping services. This is done through:

- The registration and licensing of commercial vehicles
- Taxi licensing
- Island shipping
- Ensuring the provision and management of public passenger transport (including Metro)
- Construction and maintenance of the national and state highway systems
- Administration of the Roads Program

Strategic Policy and Planning

The Strategic Policy and Planning Division was created in 1997-98 to consolidate the policy and planning functions of the Department of Transport into one area.

The Division is responsible for the ongoing planning, development and/or review of integrated transport system policies and the development of strategies to enhance the economic development of the State in a sustainable manner.

These Divisions are supported by Corporate Services and the Office of the Secretary.

Corporate Services

The Corporate Services Division provides corporate policy development, professional support and advice to the operational areas of the Department in relation to:

- Financial and physical resource management
- Information management
- Strategic human resource management, industrial relations, staff development and training, employee entitlements, and occupational health and safety
- Business and corporate planning
- Business improvement processes through development of standards and maintenance of ISO 9000 Quality certification.

Office of the Secretary

The Office of the Secretary has a dual role in providing an interface between the Department and the Minister for Transport and providing communication and marketing support through the internal and external promotion of Transport activities and achievements.

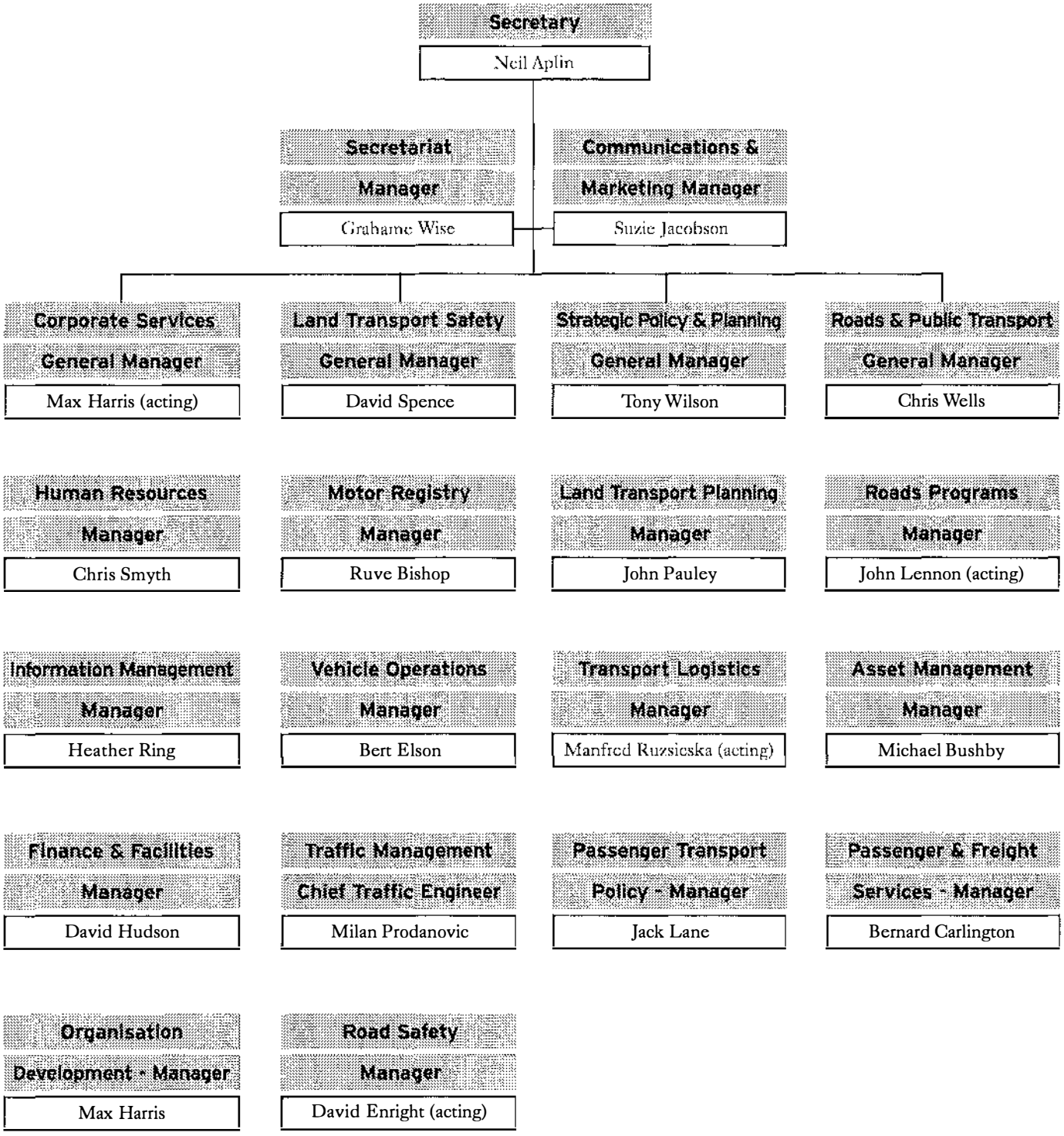
The Office of the Secretary also coordinates Freedom of Information activities, provides executive support to the Corporate Management Team, and manages the legislative amendment process.

Transport's Customer Focus

The Department of Transport is committed to providing a transport system that meets the changing needs of the Tasmanian community. The Customer Service Charter describes the level of service customers can expect from the Department and customers' feedback is welcomed and encouraged. During 1997-98 the Department undertook a study to review mechanisms for managing customer feedback. The recommendations from the study included establishing mechanisms to record and respond to client feedback. An electronic tracking system is currently being tested, and will be implemented across the Department in the next 12 months.

Department Organisational Chart

as at 30 June 1998



Performance against the Strategic Plan

Each year the Department of Transport develops a Strategic Plan re-affirming its mission, goals and objectives, and detailing specific strategies to achieve these goals.

The following pages provide a detailed summary of the Department's performance against the 1997-98 Strategic Plan.

The Department of Transport is committed to improving the planning process to ensure that resources are committed to projects and tasks that will deliver the best outcome for Tasmania.

Over the next 12 months, the Department will commence implementation of a planning system that integrates the principles of quality management, business and corporate planning and the output methodology into one management system.

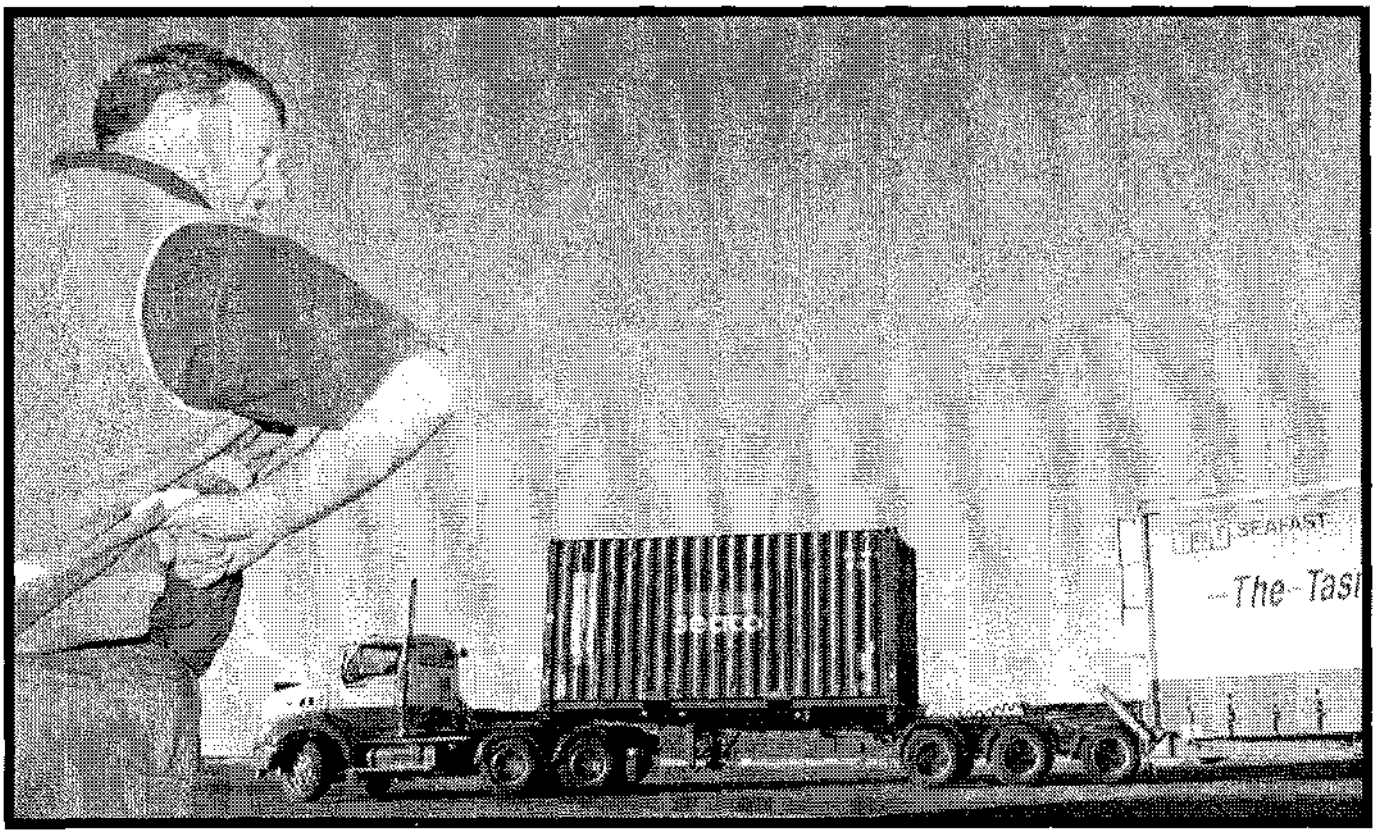
The Strategic Direction for 1997-98

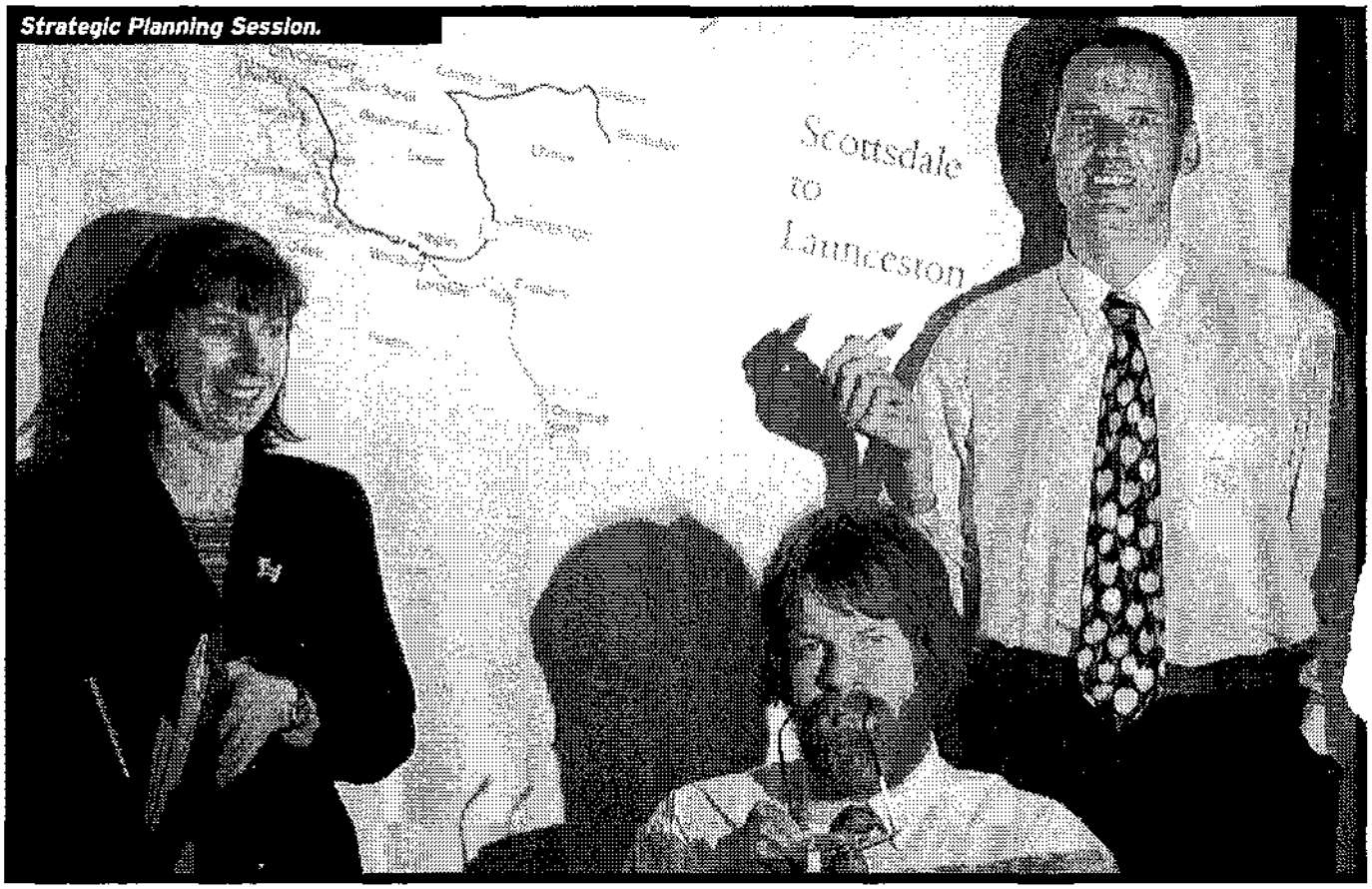
Improvements in the transport system will generate jobs and create wealth, not only in the transport sector itself, but throughout the rest of the economy. Getting the transport framework right will add value to Tasmania's basic economic infrastructure as well as support its main high-growth industry sectors.

There are three central factors in formulating a strategic direction for transport:

1. Recognition that the key role of Government is to establish a framework, and in the case of transport, an infrastructure, that will allow the efficient delivery of transport services to meet the needs of users. Fair competition between modes of transport and within modes is the key.
2. The Government needs to be clear, concise and even-handed in its actions. By setting clear directions the Government will give transport operators and users the confidence to make decisions.
3. Recognition that transport modes do not exist in isolation. Land, sea, air and ports must be integrated into the one, cohesive transport system.

In 1997-98 the Department focused on the development of strategies and planning schemes to realise this direction. The benefits from this work will be visible over the coming years.





Output Group 1
Development of Transport Policy Advice and Planning

FTEs	29.8
Expenditure	$2,299,000
Capital Investment	$1,157,361

This Output Group directly contributes to the achievement of all three Transport Outcomes, and supports the broader strategic transport policy objectives of Government.

The Outputs within this group relate to ongoing planning, development and /or review of passenger, freight and transport logistics (including marine and aviation) policies and the development of strategies to enhance the economic development of the State. Social and cultural influences are increasing community awareness and demand for the protection of the natural environment while at the same time requiring a transport system which is safe, accessible, equitable and enhances economic development for the state. These issues are addressed through the policy and planning cycles.

The specific outputs within this group include:

- Transport logistics policy and planning
- Freight transport policy and planning
- Passenger transport policy and planning

Key clients

The Minister for Transport is the primary client of this Output Group.

How this Output is delivered

Professional transport staff primarily provide outputs within this Output Group, in conjunction with external consultants as required. The Department continues to play a pivotal role liaising with the Federal Department of Transport and Regional Development in facilitating and implementing Federal initiatives to the benefit of Tasmania.

There is also close liaison with interstate government bodies, other State Government departments, local government, relevant industry bodies and community groups.

Achievements against strategies identified in the 1997-98 Strategic Plan

The development of a new legislative framework for transport activities

The Department of Transport's legislation is being reviewed so that it supports industry and the community through clear, simple and consistent rules and guidelines.

A legislative framework has been developed which will ultimately lead to the replacement of the *Traffic Act 1925* and its supporting regulations. The new legislation will also incorporate the motor tax provisions currently provided for under the *Motor Vehicles Taxation Act 1981* and supporting regulations.

Major reform of the public vehicles licensing system

The "Burton Report" (October 1996) recommended the abolition of the outdated public vehicle licensing system and its replacement by a more modern and simplified system for the regulation of the road transport industry.

Over the past 12 months the Department has consulted with industry and the community in the development of draft legislation. The new Passenger Transport Act and associated legislation was passed by Parliament in November 1997, but has not yet been proclaimed. Further consultations have taken place regarding the preparation of Regulations, which are now close to finalisation.

The incoming Government will review the package of legislation that has been developed to date. It is anticipated that this will be finalised as a priority for 1998-99.

Development of a statewide land transport strategy

Considerable work was undertaken in 1997-98 in the development and initial implementation of a statewide Land Transport Strategy.

This Strategy concentrates on key areas within the land transport system where efficiencies can be gained to promote economic growth.

The key areas are:

- Expanding the use of high productivity trucks
- Investing in the strategic road network
- Encouraging the innovative private rail sector
- Cutting red tape
- Improving freight distribution centres
- Modernising passenger transport

The benefits of this work will be realised over the coming 12-24 months.

Greater participation in passenger transport planning, particularly in relation to Metro

Following the commercialisation of Metro, the Department accepted responsibility for a number of strategic policy, planning and regulatory functions previously undertaken on behalf of Government by Metro. An agreement was entered into for the purchase of passenger transport services from Metro Tasmania Pty Ltd by Government. Under this purchaser-provider model, the Department is responsible for the management of the Metro Agreement. Through this process the Department is in a position to play a more pro-active role in working with Metro and other providers of passenger transport services to better meet the needs of the Tasmanian community.

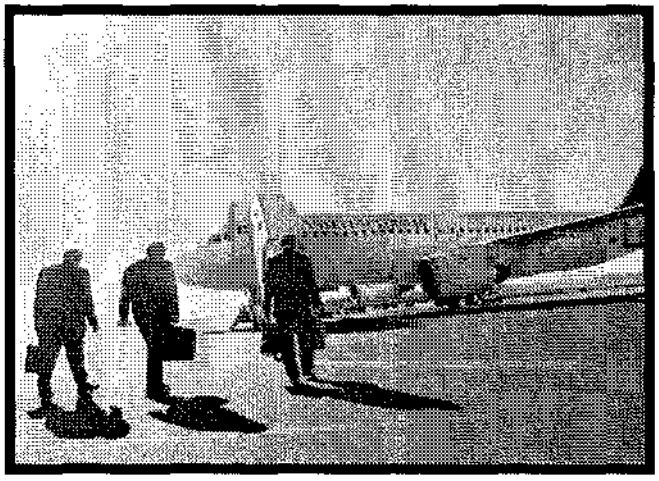
As part of the process of developing the new Passenger Transport Act, proposals are also being developed with the bus industry to ensure the provision of a better integrated and more effective passenger transport system. Consultation with user groups will be an important aspect to any new system developed.

Expansion of airfreight services to and from Tasmania

The Department facilitated an increase in airfreight capacity into and out of Hobart with the introduction of a freight service that has the capability to handle overseas freight containers from the point of origin to the point of sale. This represents significant savings in both time and dollars for Southern Tasmanian exporters.

A review of the Tasmanian Freight Equalisation Scheme

The Department continued to play a key role in the Tasmanian Freight Equalisation Scheme which assists shippers with appropriate compensation for the freight cost disadvantage they incur by shipping across Bass Strait. This culminated in a comprehensive review being undertaken in 1997-98. The Federal Government has committed itself to implementing the review recommendations which will result in an additional $15 million (38% increase) in assistance paid to industries shipping goods across Bass Strait.



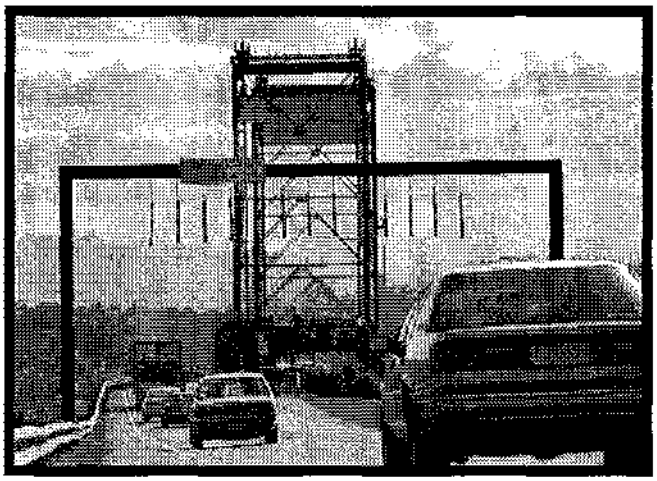
Assist with the sale of Hobart and Launceston Airports

The sale of Hobart and Launceston Airports was supported through the Department's participation in the Tasmanian Airports Committee. As a member of this Committee the Department worked to ensure separate ownership of Hobart and Launceston Airports, and secured price capping of aeronautical charges post-sale. The Department also facilitated an Assessment Group to provide Tasmania's advice to the Federal Government relating to the bids for Hobart and Launceston airports.

Other Achievements in 1997-98

Sale of Tasrail

The Department worked with the Commonwealth Government in their sale of Tasrail, as part of the Land Transport Strategy, to encourage the innovative practices in rail.



Bridgewater Bridge/ Bridgewater Industrial Estate Planning

The Department negotiated a Development Plan and an Environmental Management Plan with relevant stakeholders including transport operators, councils, the Tasmanian Heritage Council, residents and businesses in the Bridgewater area. Planning for road improvements to the Bridgewater crossing of the Derwent River will be incorporated into the relevant planning schemes during 1998-99.

Esk Main Road

The Esk Main Road is the main transport link between the east coast and central north Tasmania. In recognition of its importance, a study of the road was undertaken to assess the feasibility of improvements which will increase safety and decrease travelling time.

Environmental Management System

A draft environmental management policy which establishes the framework for progressing the wide range of environmental issues faced by the Department was prepared. The draft will be available for public comment in September 1998.

Intelligent Vehicle Trial

The Department commenced trialing the use of Global Positioning Systems to develop innovative solutions for road pricing and heavy vehicle access to the road network.

The trial is placing the Department at the forefront in the application of technology for the management of the road network and the introduction of improved transport efficiency.

Regional Forestry Agreement (RFA) Forestry Roading Initiative

The Department played a major role in assisting Forestry Tasmania and the Forest Industries Association of Tasmania in identifying the road links which, with improvement, will provide a significant increase in log cartage efficiency for the Tasmanian forest industry.

National Highway Strategy

The strategy for 1998-99 builds upon the asset management strategy of previous years and now takes into account the broader functions of the National Highway network in Tasmania.

Marine Policy

The Department in conjunction with the Department of Treasury and Finance developed a framework for financial and non-financial performance indicators for monitoring performance of port companies, their boards and ports generally.

Port Corporatisation and Marine and Safety Tasmania

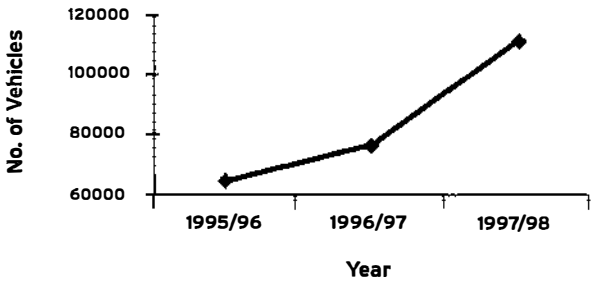
New legislation was implemented corporatising Tasmania's ports and establishing the Marine and Safety Authority.

Performance Indicators

The Strategic Policy and Planning Division was established in April 1998. New performance indicators are being developed to measure how effectively policy achieves its goals when implemented. Over the next 12 months these indicators will be developed further and reported on in the 1998-99 Annual Report.

Bass Strait Vehicle Equalisation Scheme

The Bass Strait Vehicle Equalisation Scheme ensures a competitive structure for passenger vehicle services across Bass Strait. The Scheme commenced in September 1996 and has resulted in a major increase in the number of passengers and vehicles transported across the Strait. In 1997-98 the increase was 21%.



No. of Vehicles Crossing Bass Strait

Learner driver testing.

Output Group 2 - Land Transport Safety Programs

FTEs	194.79
Expenditure	$17,705,000

This Output Group directly relates to the Department's outcome of a safe transport system.

This Output Group covers the work of the Department of Transport in promoting the safe and efficient movement of all traffic and pedestrians using the Tasmanian land transport system.

The Outputs also reflect the Department's statutory responsibilities for maintaining a safe and efficient transport system. The statutory responsibilities include approval of traffic signals, the administration of appropriate vehicle standards and licensing of drivers and motorcycle riders, traffic regulations, heavy vehicle loading requirements and public vehicle safety standards. It also includes the registration of private and commercial vehicles.

The specific Outputs for this Group are:

- Safety interventions on the road network
- Road user safety, research, advice and education
- School based road safety education
- Driver licensing
- Driver information
- Registration of vehicles
- Vehicle standards and compliance
- Vehicle information

Key Clients

The clients for this Output Group are all users of the land transport system.

How this Output is delivered

Departmental staff essentially provide the outputs within this Group with external providers being used as required. For example Tasmania Police acts as an agent of the Registrar of Motor Vehicles in remote areas, and Westpac now accepts registration renewal payments. In the last 12 months the Department has transferred the majority of client transactions to *Service* Tasmania and light vehicle inspections to Approved Inspection Stations.

Achievements against strategies identified in the 1997-98 Strategic Plan

Updating Tasmania's Road Safety Strategy Plan

Work commenced on updating Tasmania's Road Safety Strategy with particular emphasis on accommodating national research studies and interstate programs. This includes trials of new approaches to recidivist drink drivers, community participation in road safety initiatives and innovative approaches to road user groups.

The development and implementation of a major education campaign to enhance the safety of tourists on our roads

A Tourist Safety campaign, including a brochure on the dangers of driving while fatigued and a "Your Life In Your Hands" sticker, was implemented in 1998. These were distributed through tourist operators and car hire firms. The slogan was used in tourism industry publications.

This campaign is supported by the continuation of the "Think Again" campaign targeting drink driving, speeding and inattentiveness, following record low fatalities and serious injuries for 1997.

Encouraging the use of new high quality training material to incorporate best practice road safety education in school health education programs

Workshops were held for primary school teachers and a "Be Road Safe with Kid-Safe" kit was produced. Additional workshops for Road Smart will be held during 1998-99.

Bike-Ed workshops were held for teachers and parents to encourage their involvement in bike safety education.

Moving to digitised photo imaging for licensing

Extensive research on Digitised Photo Imaging was undertaken and documents calling for expressions of interest were prepared.

With the introduction of *Service* Tasmania, the concept of digitalised photo cards was accepted enthusiastically and it is being further considered.

Development of a General Permit Scheme and the expansion of the routes available for high productivity vehicles

General permits for B-Doubles (high productivity vehicles) were introduced in December 1997. Draft general permits for Super-Dogs, agricultural equipment and over-dimensional loads have been prepared and circulated to industry for comments, with final copies to be released early in 1998-99.

There has been a considerable increase in the number of local govemment roads, private forestry and access roads included on the main network that are open to B-Doubles and Super-Dogs. Nearly all the strategic road network can be accessed by these vehicles, and further roads will be opened up once bridge assessments have been completed. Considerable work has been undertaken in the development of the Bumie Truck Route, which should be opened in late August 1998.

Intermediate high productivity vehicles were introduced to Tasmanian roads in late 1997. These vehicles are similar to B-Doubles and Super-Dogs, being up to 50 tonnes and 21 metres in length. These vehicles operate on roads not accessible by B-Doubles.

Implementing computerised knowledge tests for drivers

Touch screen computerised knowledge tests were developed and implemented by the Department in 1997. The knowledge test for clients applying for their driver's licence allows clients to choose the answer to the multiple-choice test by a mere touch of the computer screen. The system automatically marks the test, advising the client of the results.

Implementation of further reforms relating to vehicle, registration and licensing standards as part of the National Road Transport Commission (NRTC) reforms.

Considerable work was been undertaken towards the implementation of NRTC reforms into Tasmanian legislation. The reforms impact on road rules, registration and licensing issues.

The reforms provide consistent legislation nationwide, as well as ensuring the safest standards for vehicles and users.

Considerable work was also undertaken to allow for the implementation of a national exchange of vehicle and driver information system. This system allows for driver licensing authorities to access each other's vehicle registration and driver licensing data and will help reduce licence fraud and vehicle thefts.

Accreditation of private sector pre-registration and periodic vehicle inspections and the majority of defect and discontinuance clearances

There are now over 400 approved inspection stations (AIS) undertaking pre-registration and defect clearance vehicle inspections in the State. This has greatly increased the level of service to clients as inspection stations are more readily accessible and there is a shorter waiting period. It also has the benefit of allowing transport inspectors more time to undertake high priority inspections and concentrate on ensuring that the vehicles on the Tasmanian land transport system are safe.

Other Achievements in 1997-98

Bicycle Safety

The Department has an ongoing commitment to improving bicycle safety through its Road Safety Branch and the State Bicycle Advisory Committee (SBAC). Achievements of the SBAC in 1997-98 include-

- incorporating cycling two abreast into a package of road rules to be brought into effect in Tasmania prior to the adoption of, and in line with, uniform national road rules
- organising and holding State Bike Week
- formation of the Tasman Bridge Cycle Safety Committee to progress solutions to the cyclist problems posed by the Tasman Bridge

Registration Payments

Registration renewals can now be paid at *Service* Tasmania shops, Westpac branches and other banks. This has increased access to transport services in rural and urban areas.

Free of Charge Driver Licenses

Free of charge interstate licence transfer was introduced so that the process for transferring a driver's licence from one state to another is simplified and does not have a financial impact on the client.

Motor Cycle Rider Training

The delivery of motorcycle rider training has been transferred to a company specialising in enhancing motorcycle rider safety skills, ensuring that safety standards are maintained and a high degree of service is provided.

New Tasmanian Vehicle Number Plate

A new Tasmanian number plate which promotes the State Government logo has been introduced.

Traffic Management

A number of traffic management projects were completed including:

- installation of the Tasman Bridge Lane Control
- installation of extensive signing at railway level crossings to improve safety
- a statewide review of pedestrian crossing times at traffic signals to ensure they meet national standards.

Older Driver Program

Strategies were developed to enable older members of the Tasmanian community to maintain mobility through use of private transport, while at the same time reducing their risk of injury and death in road crashes.

Community Road Safety Action Plan

The Department successfully developed and implemented a Community Road Safety Action Plan with the Circular Head Council. The action plan is an innovative approach to road safety promotion based on community awareness and involvement. The approach adopted will be a model for future work with Local Govemment and communities.

Safety Door Sticker

A "Safety Door" sticker was introduced to encourage parents to make sure their children use the kerb-side car door.

Vehicle Escorting

The Department assisted in escorting over-size vehicles carrying the old Hydro buildings from Tarraleah.

Customer Service Initiatives

The Department of Transport continued its commitment to customer service through the implementation of a number of client service initiatives. In particular the delivery of many Transport services has been transferred to *Service* Tasmania (for example registration and licensing transactions), accompanied by innovative and high technological solutions to increase customer service. Examples of these initiatives include:

- Introduction of payments by credit card and EFTPOS
- Interactive Voice Recognition (IVR) to allow registration renewal payments by phone. The current take-up rate is 15.82% of eligible registration renewals
- Transfer of staff and provisions of training and support to *Service* Tasmania for Motor Registry transactions

Performance Indicators

Indicators in relation to the efficiency of maintaining driver and vehicle registers have been developed.

The tables below provide comparative data for the following measures :

- User transaction efficiency for driver licences and vehicle registrations which is measured by the annual cost of servicing driver licences/registrations divided by the average number of records on the database.

- User transaction additional costs for driver licences and vehicle registrations, which is the cost of adding a new record of a newly licensed driver or registered vehicle to the database.

There is an overall increase in the cost of administering the database directly associated with departmental assistance establishing *Service* Tasmania. Any increase should be offset against the benefit to the client in increased client service and the associated reduction in unregistered vehicles that impose a cost on the broader community.

User Transaction Efficiency and Additional Cost for Driver Licensing

	1995-96	1996-97	1997-98
Average Cost of Servicing a Driver's Licence ($)	7.70	8.30	8.99
Cost of Adding a Newly Licensed Driver to the Database ($)	22.09	22.08	24.30

User Transaction Efficiency and Additional Cost for Vehicle Registrations

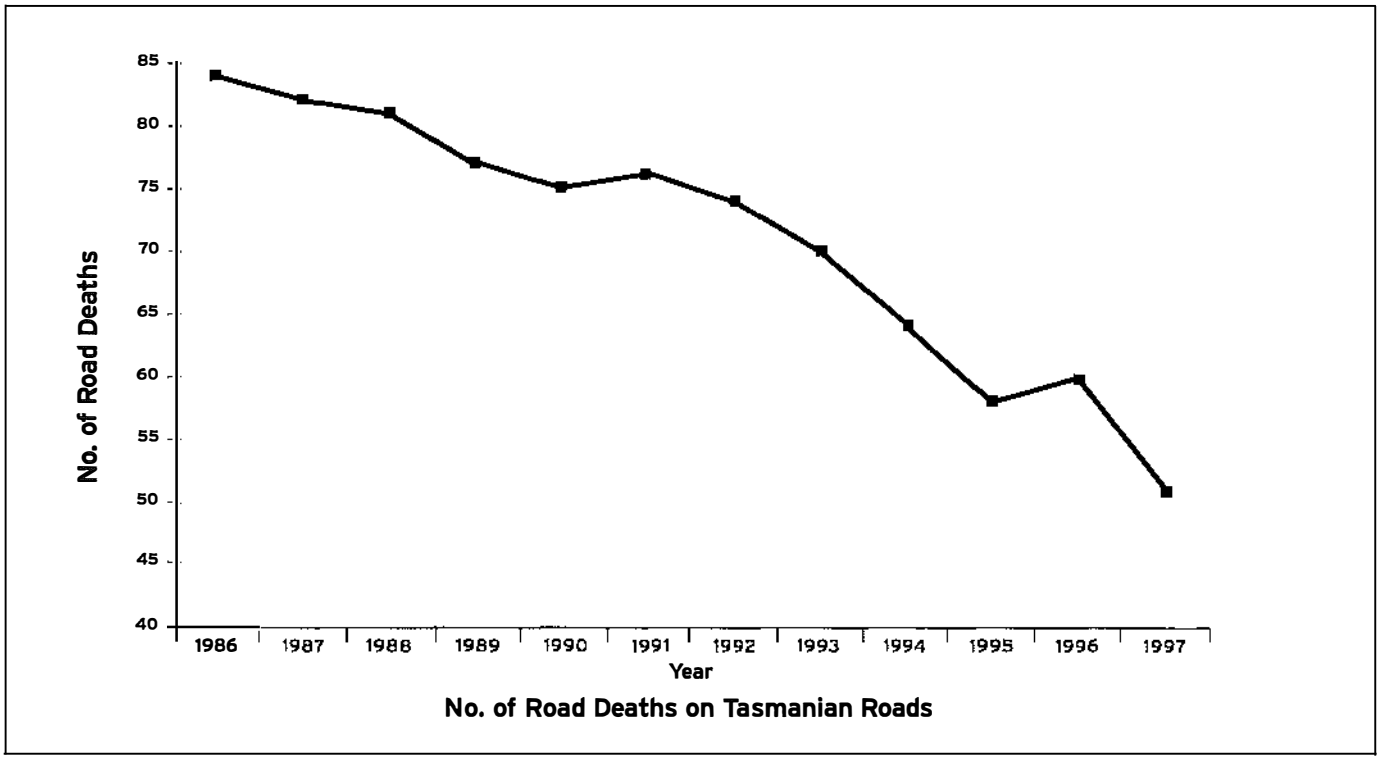
	1995-96	1996-97	1997-98
Average Cost of Servicing Vehicle Registrations ($)	11.02	8.70	9.20
Cost of Adding a New Passenger Vehicle to the Database ($)	33.03	34.11	31.68

General statistical information in relation to vehicle registrations and driver licensing can be found on page 37.

Road Safety

1997 was the safest year on record for Tasmanian roads. This is representative of an encouraging downward trend in road fatalities over the past years. The trend is clearly shown in the below graph.

Average Number of Fatalities on a three year average



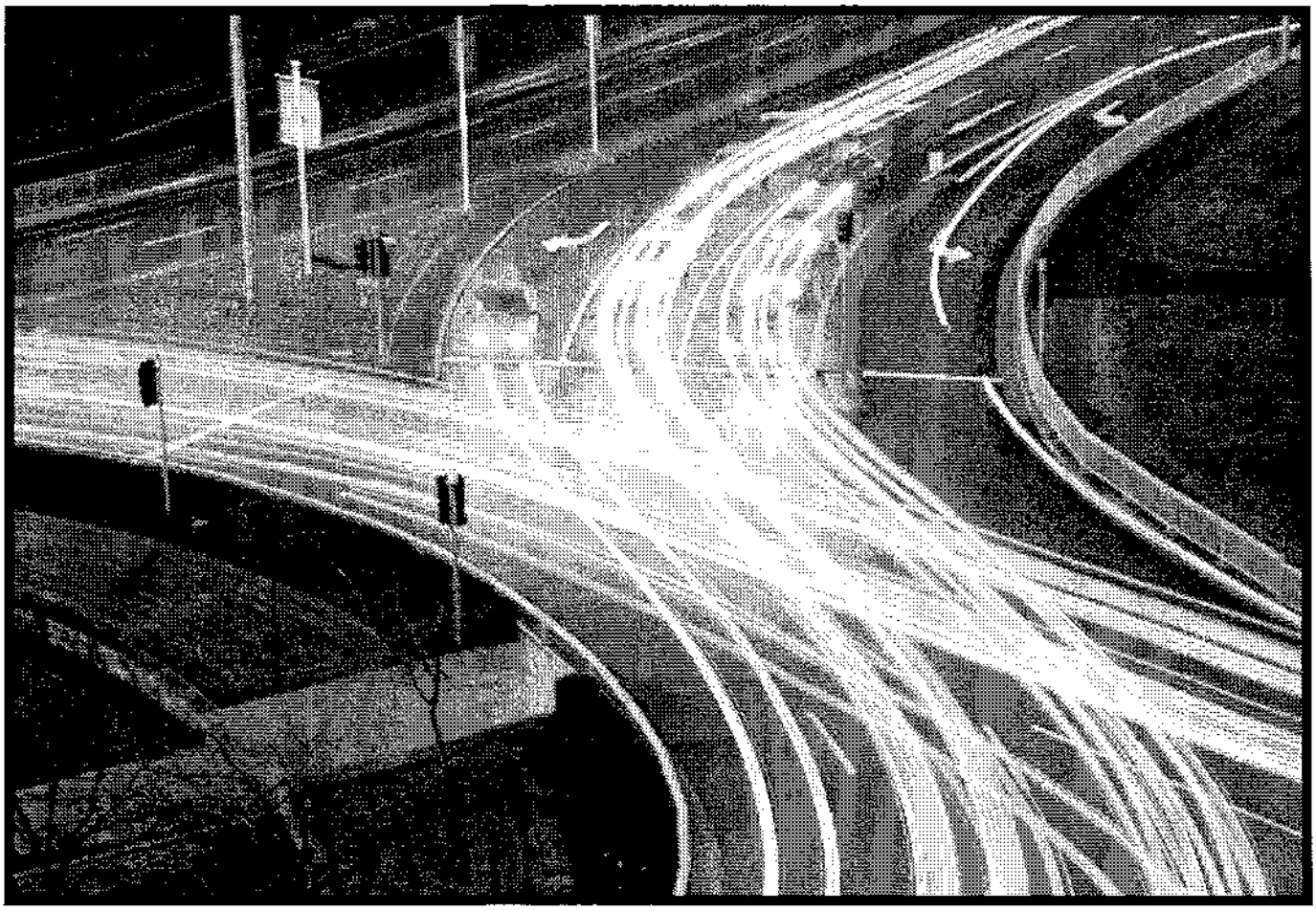
No. of Road Deaths on Tasmanian Roads

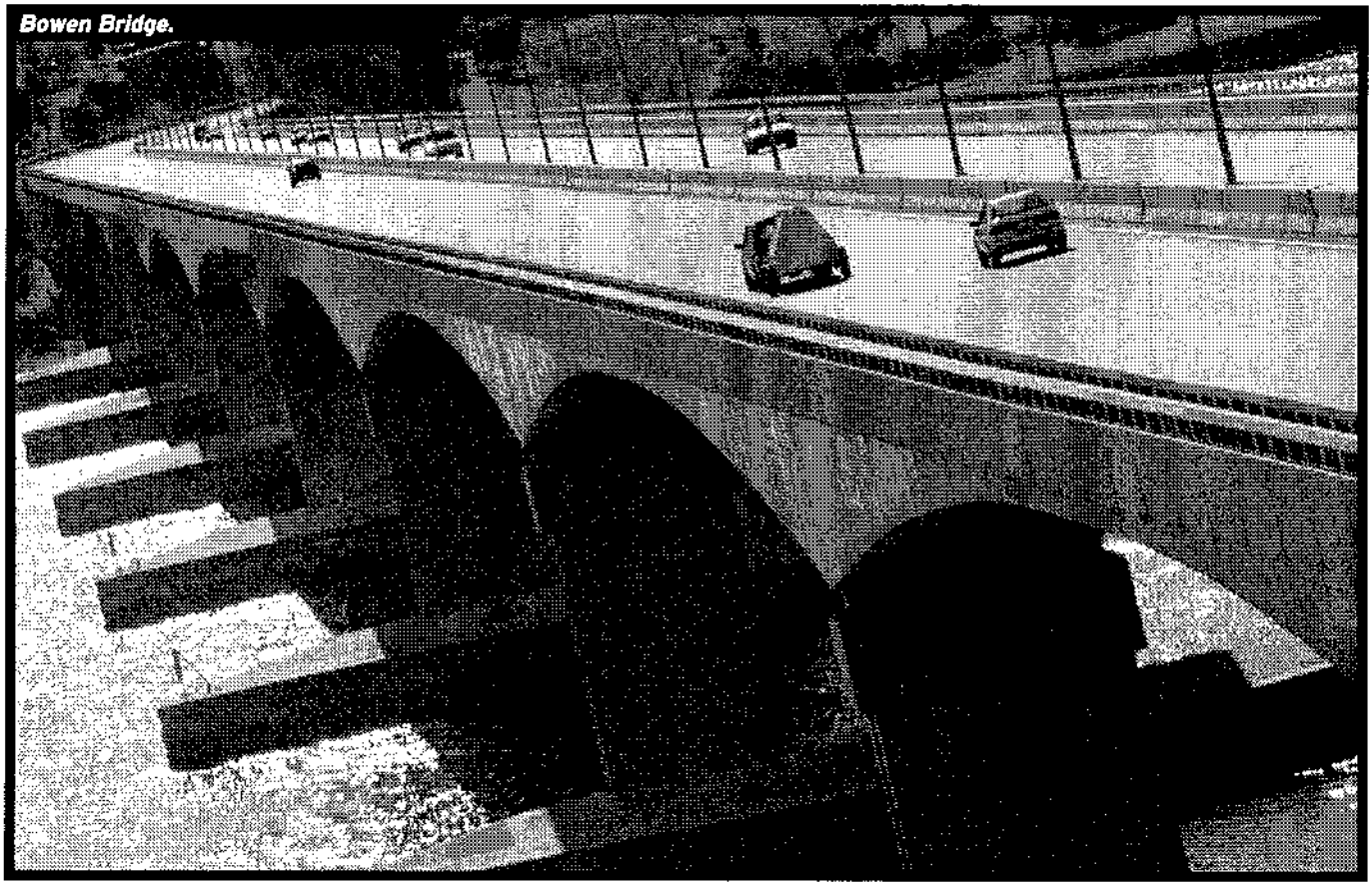
Total number of Serious Casualty Crashes and Road Fatalities[1]	1995	1996	1997[2]
Serious Casualty Crashes per 100 million Vehicle Kilometres[3]	11.3	9.5	8.5
Serious Casualty Crashes per 100 000 Population[3]	97.7	84.9	76.0
Road Fatalities per 100 million Vehicle Kilometres	1.38	1.51	0.76
Road Fatalities per 100 000 Population	11.8	13.5	6.75

Source: Department of Police, Traffic Accident Reports.

Notes:

1. The above performance indicators are calculated for calendar years only.
2. 1997 figures are preliminary only. (In order to maximise inter-state compatibility, each year performance indicators are calculated by the NSW Transport Authority using a common methodology).
3. Serious casualty crashes are defined as those in which at least one person has been hospitalised or killed.





Bowen Bridge.

Output Group 3
Ensuring the Provision of Transport Services and Infrastructure

FTEs	221.98
Expenditure	$5,422,639
Capital Investment	$79,048,639

The delivery of this Output Group directly contributes to the achievement of all three of the Department's outcomes.

There are two major focuses of this Output Group.

One focus relates to the administration of transport assistance and subsidies to clients including students, the unemployed, pensioners and people with disabilities. The provision of transport services such as Bruny Island Ferry Services and King Island and Flinders Island shipping services are also Outputs under this group, as is supporting the safety of transport system users by providing services such as traffic signal maintenance and monitored pedestrian crossings within the community.

The other focus of this Output Group is the development and maintenance of roads and bridges. Major activities include the development and delivery of a capital and maintenance work program for the National and State Arterial Road Network and the development of strategies and priority assessments to preserve the road asset infrastructure.

Specifically the outputs of this Group are:

- Roads Programs and road asset maintenance
- Contract management
- Driver testing
- Taxi licensing
- Island shipping
- Traffic signal maintenance
- Provision and management of public passenger transport
- Management of the Metro Agreement
- Adult monitored pedestrian crossings

Key Clients

The primary clients and benefactors of this Group are tourists, industry and the community in general. Key users include transport operators and industry, tourists and business operators of shipping and ferry services, students, schools and transport users with special needs.

In determining the delivery of this Output it is recognised that cultural and social influences are increasing community awareness and demand for protection of the natural environment whilst still requiring a road asset that will yield high economic, safety and/or social equity returns for the State.

How this Output is delivered

The services within this Output Group are delivered by Departmental staff and contractors within the private sector.

Transport staff undertake the assessment and documentation of the transport task and works program, provide maintenance of contract systems and implement statutory processes with assistance from external consultants as required. External service providers are engaged to assist with some projects, while some works contracts are externally sourced.

Achievements against strategies identified in the 1997-98 Strategic Plan

10 Year Maintenance Contract

The Department entered into an agreement with CSR Emoleum for a 10-Year Maintenance Contract for Southern Tasmanian State roads and bridges. This is a radical departure from the traditional contract arrangements and represents long term benefits for both the community, the private sector and Government.

The contract arrangements will ensure that the standards of Tasmanian roads are improved during the life of the Contract.

The standards required under the Contract have now become international benchmarks and are used by New Zealand, South Australia and Western Australia.

The Contract also includes an Environmental Management System and strategies for managing rare plants and controlling weeds. This will mean significant improvements in the management of road reservations.

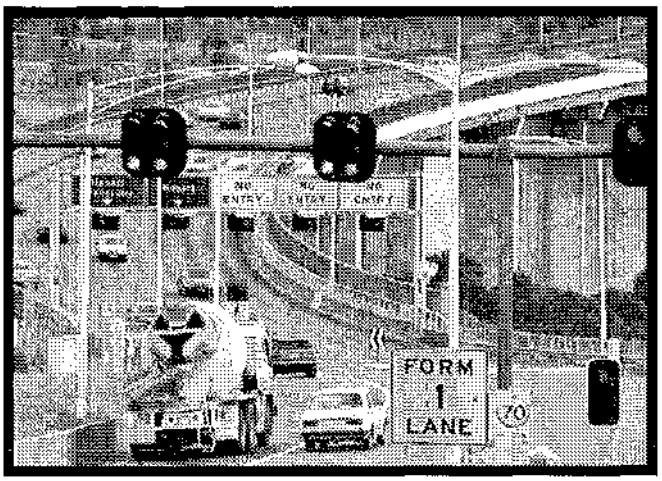
A new agreement for school bus contract tendering and management

During the year, the Department commenced negotiations with the Tasmanian School Bus Association on a new agreement for managing school bus contracts. The aim is to have a uniform contract for all passenger transport services. The outcomes from these negotiations are linked to the new Passenger Transport legislation and the issue will continue to be progressed in 1998-99 as the legislation is enacted.

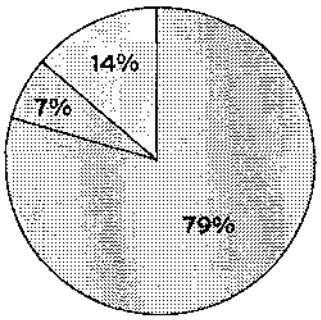
Finalisation of the Road Infrastructure Review

The Department commissioned a review of the Tasmanian road infrastructure to determine the minimum level of expenditure required to preserve Tasmania's existing State Government-funded road infrastructure to an acceptable and safe standard.

The recommendations from the review are being considered as part of the Land Transport Strategy.



Findings of Review of Bridges



■ Suitable ▩ Needs upgrading ▩ Assessment incomplete

Bridge rehabilitation and strengthening to accommodate more freight efficient vehicles

The 1996 Mass Limits Review recommended increases in permissible mass limits for trucks to provide substantial economic benefits to the nation through increased transport efficiency.

The Department commenced a review of all bridges within the national and state road network to assess suitability to meet increased mass limits for heavy vehicles. An implementation program will be developed based on the outcomes from this review.

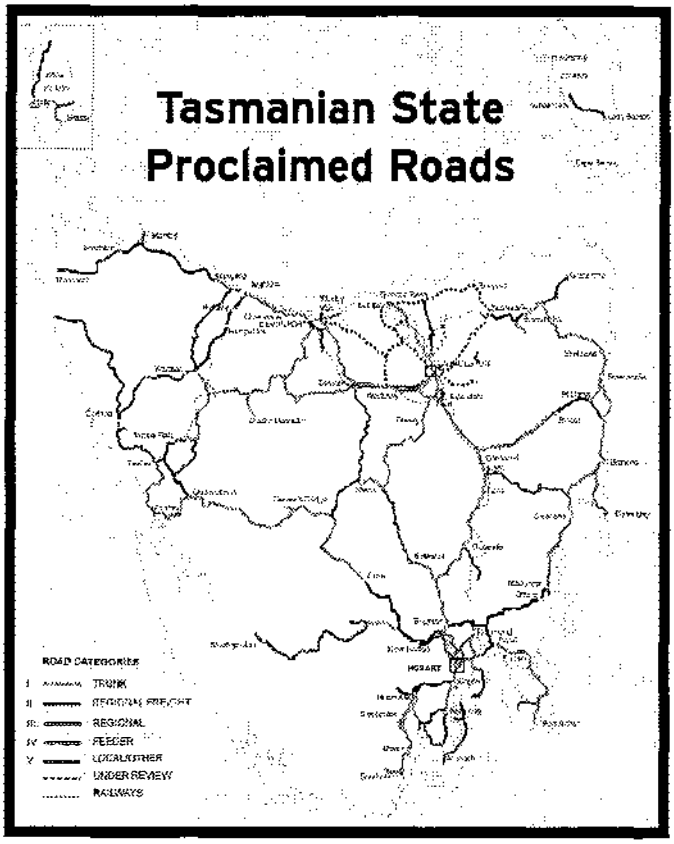
Strategic targeting of road funding

A recommendation from the Road Infrastructure Review is to establish strategic priorities for road funding. Previously the Department prioritised road funding on a cost / benefit basis.

Considerable work has been done in the prioritising of roads into a "Road Hierarchy" and looking at issues that are of strategic importance in relation to the maintenance of Tasmania's road assets.

The work undertaken in the past 12 months has been used to develop a framework for prioritising road funding. A range of other factors in addition to cost / benefit analysis are also included in this framework.

Map of Tasmania showing the Strategic Road Network



Our Roads

Over the past 12 months the Department undertook a number of major road improvement projects. A summary of these are:

Howth to Chasm Creek Highway

The upgrading of the Bass Highway between Penguin and Chasm Creek is the final stage in providing a road transport link of National Highway Standards between Devonport and Burnie.

Channel Highway - Huonville to Cygnet

In May 1998 6km of road between Cygnet and Cradoc was completed, finalising the $13.6M Huonville to Cygnet upgrade. The upgrade improves a frequently used tourist route. The total construction expenditure on this project in 1997-98 was $5.12M.

Lyell Highway - Strickland to Brady's Lake

$2.1M was spent in 1997-98 on the rehabilitation of Strickland Road to Brady's Lake Road.

Tasman Highway - Sorell Causeways

In June 1998, $0.9M was spent completing the rehabilitation of the Sorell Causeways. This work involved the reconstruction of the Pittwater Causeway complete with safety fencing upgrade, road reconstruction through Midway Point and minor pavement works to the Orielton Lagoon Causeway.

Burnie Truck Route

The Department is reconstructing an existing private road into a trucks only route for trucks to descend from the plateau above Burnie to the port. The total length of the route is 3.8km. The project is due for completion in August 1998. The expenditure for 1997-98 of $4.3M.

The route provides a economically viable transport system for industry, while improving the safety of the tourist and community roads.

Other Achievements in 1997-98:

Bruny Island Ferry Service

Operation of the Bruny Island Ferry Service was contracted to the private sector in late 1997.

Management of the road network

There was ongoing management of the Tasmanian roads network including preparation of forward programs, budgets and project briefs for periodic and rehabilitative maintenance of roads and bridges and identification of areas requiring asset strategy development.

Road Information Management System

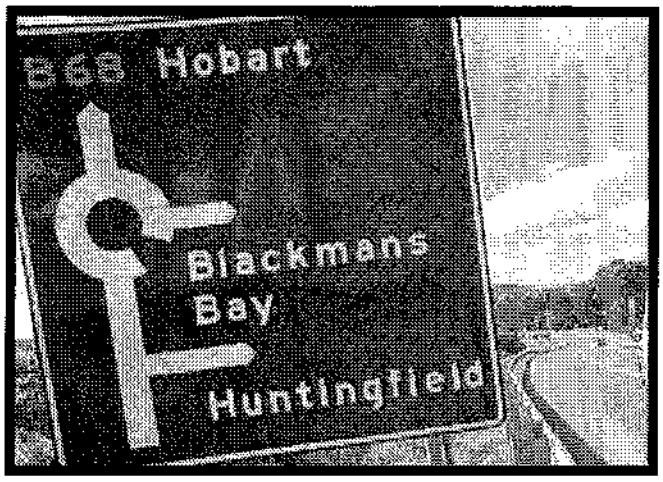
The first stage of the Road Information Management System was implemented in January 1998. This system stems from a recommendation in the Road Infrastructure Review to improve the information the Department keeps on the road network. Refinement of the system including expansion of the information recorded will take place in 1998-99.

Video Inventory

The road network's current condition was recorded on video. The video plays a key role in monitoring the performance of the contractors maintaining the road network.

Road Signs Strategy

There has been a concerted effort over the past 12 months to eliminate illegal road signs that are a potential risk to road safety. The Department of Transport, together with the Department of Environment and Land Management and Tourism Tasmania formed the Tasmanian Sign Strategy Group (TSSG) which aims to improve signs on Tasmanian roads and set the State direction on signage. A draft policy for advertising signs on the State road network in urban areas was prepared.



Performance Indicators

Austroads Performance indicators - State Road Network (Sealed)

The standard of our roads in measured by two performance indicators.

The first indicator is the Road Maintenance Effectiveness Indicator (RME). This indicator measures how much it costs per kilometre to maintain the condition of our roads to target levels. The results in the table below show that the overall cost per kilometre has fallen in the past three years.

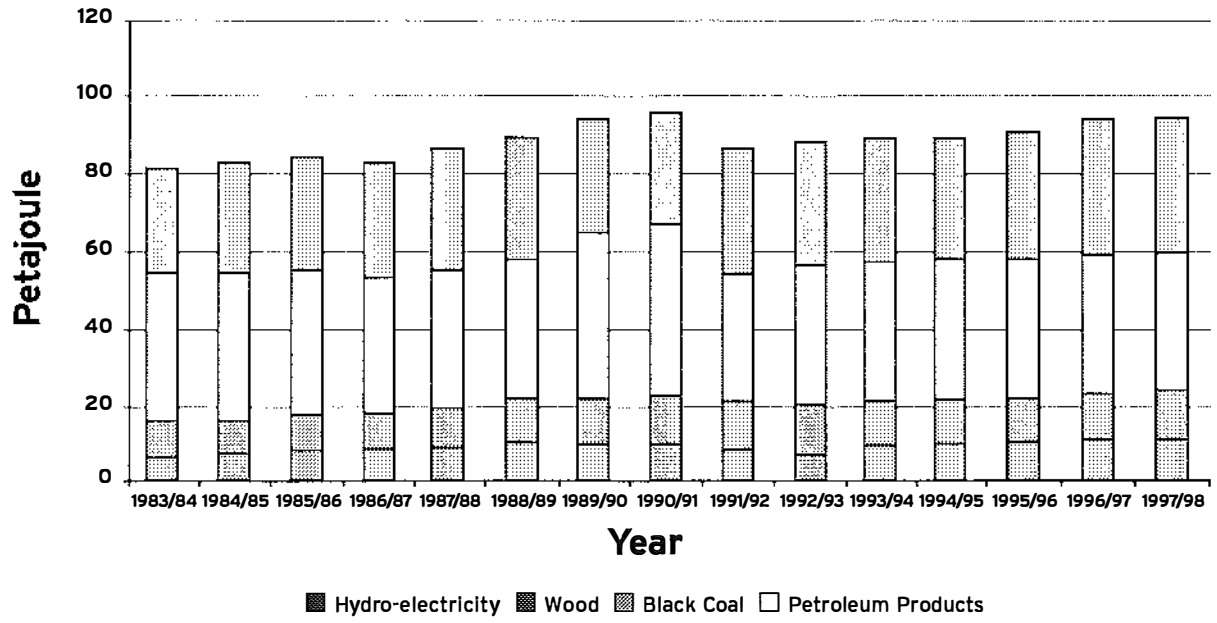
The second indicator is the Smooth Travel Exposure Indicator (STE). This measures the proportion of smooth travel undertaken by vehicles on sealed roads that are smoother than the specified level. The indicators show that 94.5% of our roads meet the targeted level.

Performance Indicators for the Road Maintenance Effectiveness and Smooth Travel Exposure

Indicator	1996	1997	1998
RME_{110}	$2,570/lane km	$2,430/lane km	$2,280/lane km
RME_{140}	$2,310/lane km	$2,170/lane km	$2,040/lane km
STE_{110}	94.9%	94.5%	94.5%
STE_{140}	98.2%	99.1%	99.2%

Note: The subscript figures refers to the roughness level in counts per kilometre.

Energy consumption in Tasmania by fuel



Output Group 4
Energy Advice and Regulatory Services

FTEs	11.02
Expenditure	$1,012,000

This Output Group covers the services provided by the Office of Energy Planning and Conservation. The Outputs within this Group relate to the provision of policy advice on energy issues and the regulation of participants, including consumers, in Tasmania's electricity industry. From 1 July 1998 responsibility for economic regulation of the electricity supply industry transferred to the new electricity Regulator. The Office retains administration of electricity safety matters.

Related Outputs

- Energy Policy and Advice
- Electricity Industry Regulation

Key Clients

The major users of the Output Group were the Minister, the Government, energy users and the community in general.

Provision of Services

Outputs within the Output Group are produced by the staff of the Office of Energy Planning and Conservation in close liaison with the Hydro-Electric Corporation, Aurora Energy Pty Ltd and Transend Networks Pty Ltd, and through interaction with other agencies, other governments, community groups, and universities. External consultants are used to assist in the delivery of the Outputs as required.

Major Achievements for 1997-98

The Office developed a comprehensive scheme of consumer protection for electricity users. The *Electricity Supply Industry Act* was amended to create a fully independent Regulator responsible for setting tariffs and regulating conditions of supply. The regulatory framework was modernised including the development of a Tasmanian Electricity Code closely modelled on the National Electricity Code. On-going structures for community consultation were put in place. In addition, legislation was developed to create an Electricity Ombudsman, funded by the industry, with extensive powers to obtain redress for consumers.

A key achievement was the successful disaggregation of the HEC into separate businesses dealing with generation (Hydro Electric Corporation), high voltage transmission (Transend Networks Pty Ltd) and distribution and retail (Aurora Energy Pty Ltd). Policy advice from the Office was central to this process. Policy support has also been provided to the Basslink project to join Tasmania to the national electricity grid.

The Office has continued to work to develop a framework to facilitate the bringing of natural gas to Tasmania. Major changes were made to the Intergovernmental Agreement on gas pipelines to accommodate Tasmania's unique situation.

Contribution of Corporate Services

Corporate Services strives to ensure the optimal use of resources in the delivery of the Department's outputs and services and the achievement of Government's objectives.

In the past year Corporate Services has been charged with the responsibility to implement and manage a quality system across the agency for both business and projects, together with developing and implementing programs to enhance the productive culture of the Agency.

Key Clients

The support and advice provided by Corporate Services underpins the successful delivery of all the Department's outcomes.

The primary clients of Corporate Services are the Department's staff and management, as well as the Minister and Government central agencies such as the Departments of Premier and Cabinet, and Treasury and Finance.

Provision of Services

Department staff deliver the majority of corporate functions with assistance from external consultants as required. Over the past year information technology support has been externally sourced to meet the Department's increasing demand.

Achievements against strategies identified in the 1997-98 Strategic Plan

Enter into Service Level Agreements (SLA) with other sections of the Department to encourage more effective service delivery

SLA agreements were drafted for each Corporate Service Branch. With the re-organisation of the Department in late April 1998, including the adoption of new responsibilities, these agreements are currently being reviewed for implementation in early 1998-99.

Undertake a significant review of the Department's records management function.

A Corporate Information Management review has been implemented which addressed the information management needs of the Department. The review will deliver a high quality integrated system of one of the Department's most important assets - "information".

Implementation of accrual accounting procedures

The Financial Management Information System (FMIS) general ledger has been rebuilt to accommodate accrual accounting requirements as specified by Australian Accounting Standards AAS29 and related Treasury Instructions.

The general ledger balances as at 30 June 1998 are reflective of the balance sheet amounts reported in the Department's 1997-98 Financial Statements.

The fixed asset register module is currently being implemented in FMIS and is expected to be completed by December 1998.

Development and implementation of a budget database which supports the business planning process

A consolidated budget database caters for budget development, formulation of budget papers, extraction of budget information for incorporation in to the Department's FMIS, budget movements during a financial year and associated revised estimates preparation, concurrently alleviating the requirements for continual reconciliation and checking between spreadsheet files.

The budget database is able to utilise activity costing information provided during the business planning process to identify at a very low level the effect of activities across Departmental Outputs and enable the Department to develop an overview of linkages between activities/outputs and the strategic planning process. This enables the shaping of activities towards the strategic needs of the Department by better targeting resources.

Other Achievements in 1997-98:

- Development of a two day induction program for all new employees
- New reporting processes for branch salary expenditure
- Increased awareness of the Employee Assistance Program, coupled with a decrease in workers' compensation claims
- Facilitation of business unit specific enterprise agreements for professional engineers
- Introduction of corporate credit card
- Extension of electronic fund transfer payments to creditors
- Ongoing enhancement of the Agency's computer systems including significant investment in the upgrading of the network and groupwise to NT95. This was supported by a coordinated training program
- Compilation of internet sites as part of library services
- Coordination of the development of Corporate Strategies addressing issues such as human resources, recognition of customer needs, public image and partnering processes
- Development and implementation of a Year 2000 Management Strategy to minimise the effect of the Millennium bug

Customer Service

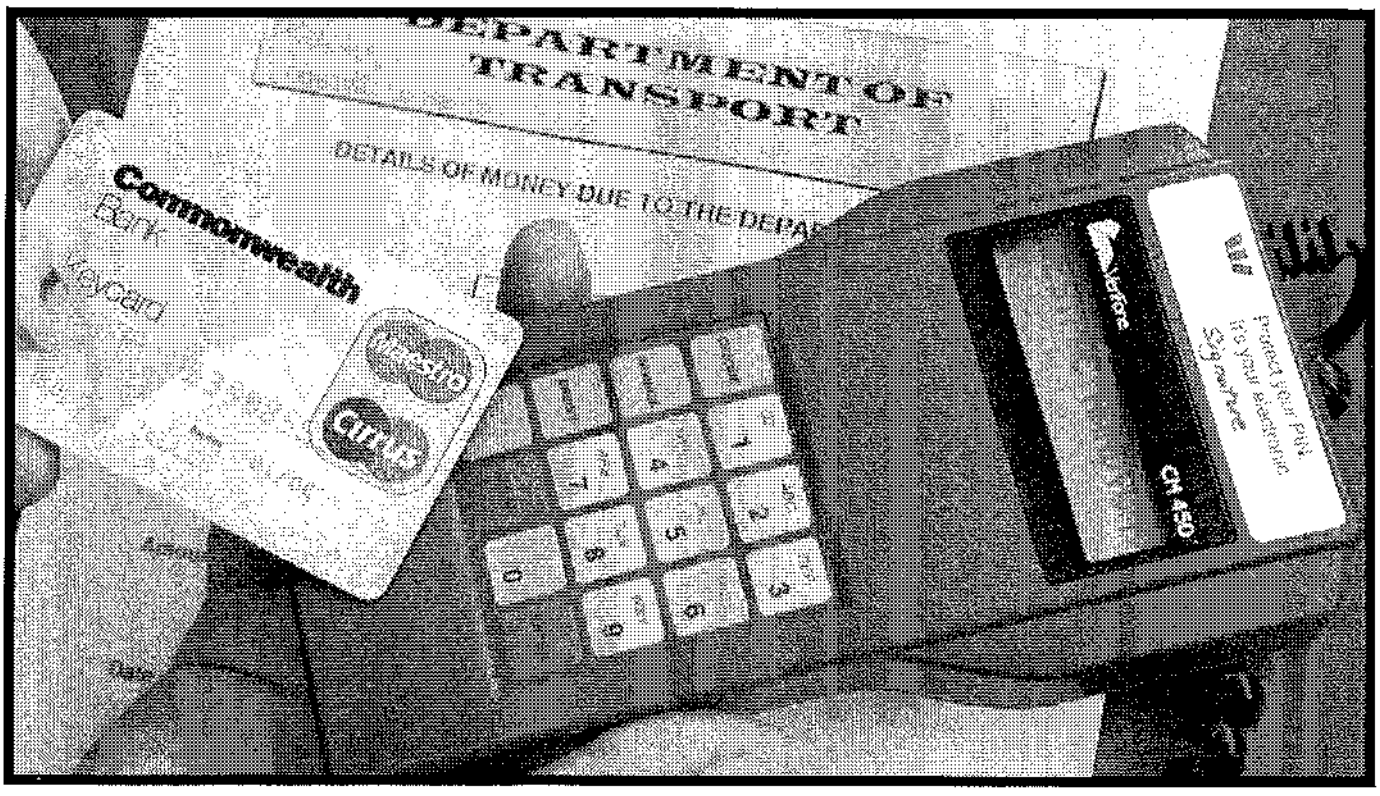
Corporate Services played a key role in supporting the transfer of transport client transactions to *Service* Tasmania.

The Finance and Facilities Branch and Information Technology Branch were principle players in the establishment of technological links with the shop fronts, new payment options such as credit cards and EFTPOS and in the establishment of credit card payments by telephone (IVR).

A key role was also played in the development of a touch-screen computerised driver knowledge test, which has been implemented in all *Service* Tasmania shop fronts.

Corporate Services was also instrumental in the establishment of a Transport Website which provides quick and easy access to all transport application forms.

Corporate Services will continue to implement technological innovations as part of its commitment to improved client service.



Contribution of the Office of the Secretary

The Office of the Secretary comprises the Secretariat Unit and the Communications and Marketing Unit.

The Secretariat Unit acts as the interface between the Minister for Transport, the Secretary, Department of Transport and the Parliament of Tasmania as the creator of legislation. It is also responsible for the release of information under the *Freedom of Information Act 1994*.

The activities of the Communications and Marketing Unit are impacted upon by the outputs of Departmental divisions, the needs of the Minister's office, the requirements of the Government Media Office, newsworthy events and internal Departmental communication needs.

The Communications and Marketing Unit produce a regular newsletter for all staff, and a quarterly magazine about the Department and its people.

Key Clients

As the primary interface between the Minister, Department and the media, the major stakeholders for the Office of the Secretary are the Minister for Transport, Departmental staff, media and the community in general.

Provision of Services

The Secretariat and Communications functions are provided by Departmental staff, however external consultants may be contracted to provide specialist advice and skills.

Achievements

Implementation of a new ministerial process

Implementation of a new ministerial process ensures a cost effective, efficient ministerial system through electronic routing of responses and streamlining of the approval process providing significant productivity gains.

The system will be expanded over the next 12 months to include all cabinet documents, question time briefs and incoming calls.

Customer Focus

The Office recognised through structural changes the needs of both intemal and external customers in the provision of information.

Ministerial Communication

Links between the Department, media and the Minister's office were strengthened through the introduction of more streamlined processes.

Communication Strategy as part of the Change Management Process

A consultancy role in addressing communication issues raised as part of the re-organisation process was provided.

Customer Service

The Office of the Secretary played a key role in the introduction of the provision of information through the Internet and participated in the whole-of-Government communication strategy.

Community Awareness Activities

Freedom of Information

The Department of Transport holds confidential information which can only be obtained through the provisions of the *Freedom of Information Act 1994.*

Contact: Sonya De Lacey

Location: 9th floor
10 Murray Street
Hobart, Tasmania

Phone: 03 6233 3142

Traffic Reports

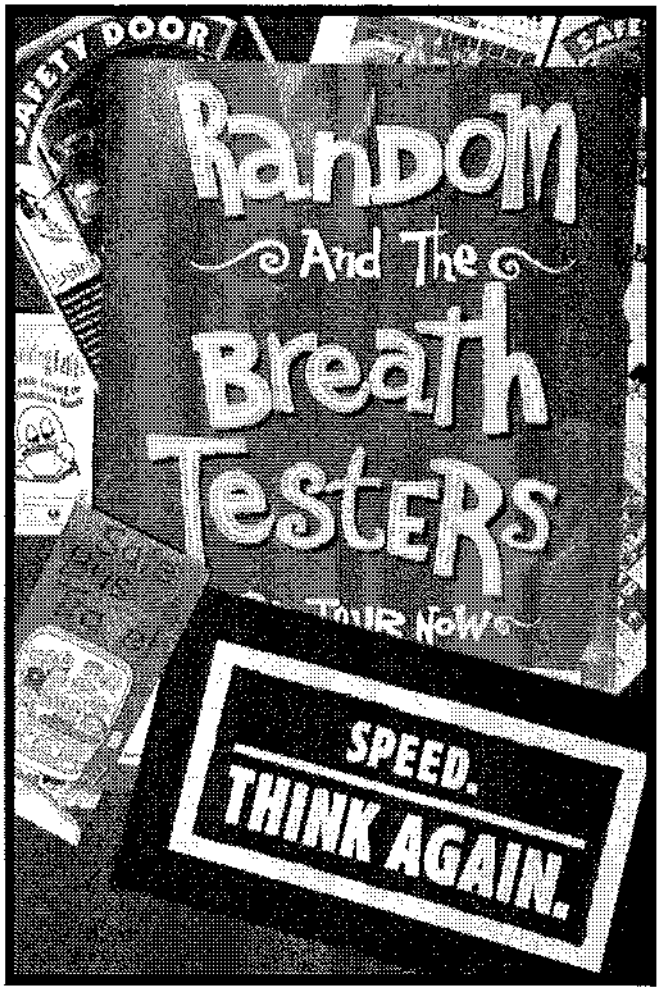
Frank Weston from the Department of Transport is a regular voice on community and commercial radio, providing traffic reports during peak periods.

Community Consultation

The Department of Transport actively promotes its services and holds consultation forums with the broader community in the development of policies and strategies. This covers all aspects from road design, landscaping and advertising of road works and traffic interruptions and road safety. A wide variety of communication mechanisms are utilised including flyers, radio, television, public displays, road signs, personal visits to residents and newspaper advertisements.

Detailed below are just some of the activities that the Department has undertaken during 1997-98:

- East Derwent Highway - Otago Bay to Old Beach
- Gorse Eradication brochures
- Sorell Causeway Roadworks - Public Contact Plan
- Channel Highway Planning Study Public Display
- Tasman Bridge
- Bridport Main Road
- Glen Huon Main Road
- Brooker Highway - Goodwood Main Road to Lampton Avenue.

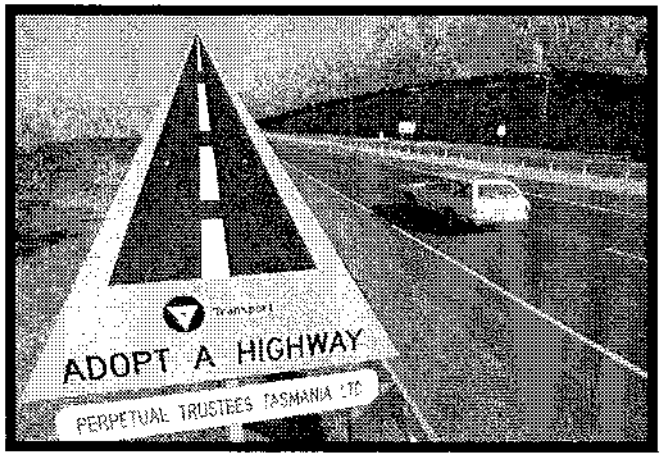


Road Safety

The Department uses a number of communication mechanisms such as brochures, community sessions, television, radio and organised school programs to promote the safe use of roads to a wide variety of transport users.

Adopt-a-Highway Scheme

There are 58 Adopt-a-Highway groups operating in Tasmania as part of the Department's Adopt-a-Highway Scheme. This scheme is successfully involving the community in improving the standards of our roadsides.



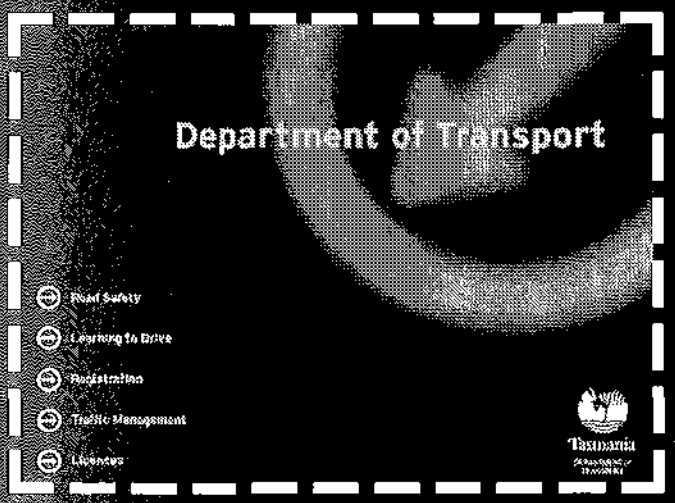
Transport Website

www.transport.tas.gov.au

The Internet Project was initiated to develop a Website for the Department to meet its requirements for providing information to the public.

Through the innovative use of new technologies the site now provides a registration status enquiry service online and is heading toward electronic commerce transactions and interactive provision of services.

The next phase for the Internet Project is to develop a Departmental Intranet, providing a common interface to corporate information systems.



Asset Management and Risk Policies

Asset Management

The Department maintains a register of assets with a value of $5 000 or more (the Department gained an exemption under the *Financial Management and Audit Act 1990* from the $2 000 threshold). In addition, other factors such as attractiveness and portability are considered when determining whether an asset should be recorded in the Department's asset register.

The Department is also responsible for the management of the State Classified Road Network which consists of 3720km of roads servicing all major population centres and transport routes. It includes 370km of the National Highway as well as 250km of unsealed roads in rural areas. Future strategies and assessment of the Road Network are undertaken by the Department with an asset management focus.

Asset Management Systems

The Department maintains a computerised database of assets recorded on the register with regular updates to record acquisitions, transfers and disposals.

Detailed asset management systems have also been developed for infrastructure assets including the maintenance of condition data to assist in asset valuation and management.

Asset Valuation

The Department currently uses a range of methods for valuing its assets. Full details are disclosed in the Annual Financial Statements for the year ended 30 June 1998.

Road Infrastructure

The Department has been valuing its road assets for the past six years and produces an annual document supporting the valuation as at 30 June each year.

Asset Acquisition and Disposal

The acquisition and disposal of assets is undertaken in accordance with the requirements of the *Financial Management and Audit Act 1990*.

Risk Management

The Department recognises that risk management is an integral part of the management process and has implemented a number of mechanisms for the management of risks associated with the Department's activities.

The higher level performance assessments that are part of our continuing internal audit process routinely report on opportunities for minimising risks within the audited areas.

The quality system implemented for the development and maintenance of roads represents a significant proportion of the Agency's operations. It is designed to manage the risks associated with this core business. It is also subject to external surveillance and incorporates:

- clear definition of accountabilities
- executive review of system effectiveness
- management of risk within processes
- feedback systems for improvement
- audits of these activities
- audits of the work of contractors to the Agency

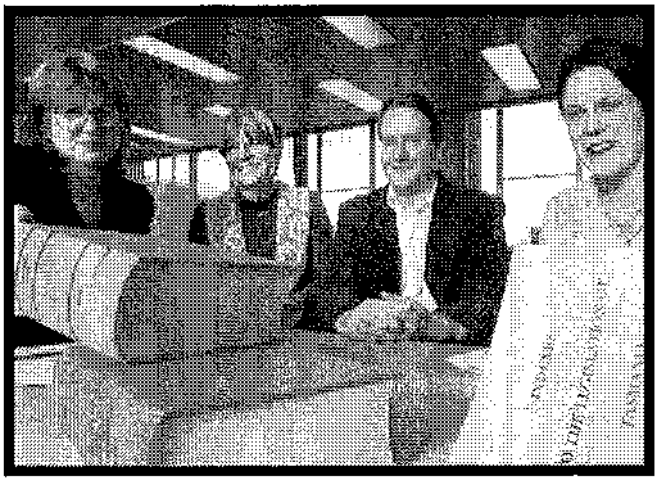
In December 1997 the Department undertook an extensive assessment of its tangible risks. The findings of this assessment have been used to draft a risk management policy and put in place actions to address those high risk areas.

Over the next year work will be undertaken to expand the concept of risk management to apply to non-tangible risks. Ultimately risk management will be integrated into the Department's management and planning system.

Legislation Administered by the Department

Air Navigation Act 1937
Burnie to Waratah Railway Act 1939
Civil Aviation (Carriers Liability) Act 1963
Common Carriers Act 1874
Commonwealth Powers (Air Transport) Act 1952
Damage by Aircraft Act 1963
Don River Tramway Act 1974
Emu Bay Railway Acts 1965 and 1976
Highways Act 1951
Marine (Consequential Amendments) Act 1997
Marine Safety Authority Act 1997
Metro Tasmania Act 1997
Metro Tasmania (Transitional and Consequential Provisions) Act 1997
Merchant Seaman Act 1935#
Motor Vehicles Securities Act 1984
Motor Vehicles Taxation Act 1981
Mount Dundas and Zeehan Railway Acts 1890 and 1891
Passenger Transport Act 1997
Passenger Transport (Consequential and Transitional) Act 1997
Port Companies Act 1997
Rail Safety Act 1997
Railway Management Act (Repeal) Act 1935
Railways (Transfer to Commonwealth) Act 1975 #
Railways Clauses Consolidation Act 1901
Road and Jetties Act 1935
State Employees (Long Service Leave) (Emu Bay Railway Employees) Act 1968
Taxi Industry Act 1995
Traffic Act 1925
Traffic (Repeal of Regulations and Postponement) Act 1997
Transport Act 1981
Van Dieman's Land Company's Waratah and Zeehan Railway Acts 1895, 1896 and 1948
Water Carriage Act 1918
Wee Georgie Wood Steam Railway Act 1977 Electricity Supply Industry Act 1995
Electricity Supply Industry Restructuring (Savings and Transitional Provisions) Act 1995
Electricity Supply Industry Amendment Act 1998
Electricity Industry Safety and Administration Act 1997
Electricity Industry Safety and Administration (Consequential and Transitional Provisions) Act 1997
Energy Co-ordination and Planning Act 1995.

Legislation to be repealed by the Legislation Repeal Act 1997



Legislation Repealed During 1997-98

There was no legislation repealed in 1997-98.

Legislation Enacted during 1997-98

Rail Safety Act 1997

An Act to establish an accreditation system for rail owners and operators and to facilitate and monitor the safe operation of railways in Tasmania.

Passenger Transport Act 1997

An Act to introduce a new system for the regulation of public passenger vehicles in this State in line with the recommendations of the Burton Committee appointed by the Government to review the public vehicle licensing system established under the *Traffic Act 1926.*

Traffic Amendment (Fees) Act 1997

An Act to increase the maximum fee for a learner drivers licence to $25.

Passenger Transport (Consequential and Transitional) Act 1997

An Act to amend certain Acts and provide for transitional and saving matters consequent on the enactment of the *Passenger Transport Act 1997* and for the purpose of statute law revision and related purposes.

Road Safety (Alcohol and Drugs) Amendment Act 1997

An Act to amend the *Road Safety (Alcohol and Drugs) Act 1970* in order to overcome a number of inefficiencies in the administration of and enforcement difficulties arising from the interpretation of the Principal Act. The Act also addressed the "nil alcohol" for the third time offender provision, which had been criticised in several quarters.

Port's Companies Act 1997

An Act to establish companies to provide port and shipping facilities and services in Tasmania and for related purposes.

Marine and Safety Authority Act 1997

An Act to establish the Marine and Safety Authority and for related matters.

Taxi Industry Amendment (Hobart Taxi Fund Refund) Act 1998

An Act to authorise the winding up of the Hobart Area Taxi Fund and to establish a mechanism for dispersing unspent funds collected from taxi owners by means of a levy placed on the transfer of taxi licences within the Hobart Taxi Area.

Traffic Amendment (Accreditation and Miscellaneous) Act 1998

An Act amending the *Traffic Act 1925* to:-

(i) replace the licensing system for hire and drive vehicles with a system under which the authority to operate as a hire and drive is provided by registering the vehicle under the vehicle registration system established under the *Traffic Act* 1925.

(ii) permit the Transport Commission to adopt guidelines relating to the construction and operation of drinking water cartage vehicles or equipment and to create an offence for breach of such guidelines if adopted.

(iii) provide a framework for the establishment of alternative compliance schemes for:-

(a) maintenance management;

(b) mass management;

(c) fatigue management; and

(d) prescribed matters.

Electricity Industry Safety and Administration Act 1997

An Act to provide an electrical safety regulatory scheme including regulation of electrical work, occupational licensing of electrical contractors and electrical technicians, investigation of serious electrical accidents, safety standards for electrical articles and electrical safety management schemes.

Electricity Industry Safety and Administration (Consequential and Transitional Provisions) Act 1997

An Act to provide for amendments to the *Electricity Supply Industry Act 1995* and transitional and savings matters consequent upon the enactment of the *Electricity Industry Safety and Administration Act 1997*.

Electricity Supply Industry Amendment Act 1998

An Act to amend the *Electricity Supply Industry Act 1995*. The main amendments to the Principal Act were ensuring the independence of the Regulator, statutory recognition of the Tasmanian Electricity Code, combining pricing and general regulation for the electricity supply industry as the responsibility of the Regulator, licensing provisions dealing with market power, and consumer protection and pricing provisions.

Electricity Ombudsman Act 1998

An Act to establish an Electricity Ombudsman with the power to investigate and resolve complaints concerning any service of, or relating to the sale and supply of electricity by, an electricity entity. The Electricity Ombudsman has the power to make awards in favour of complainants that are binding on electricity entities.

Government Prices Oversight Amendment Act 1998

An Act to amend the *Government Prices Oversight Act 1995* consequent upon the enactment of the *Electricity Supply Industry Amendment Act 1998*.

Review of Legislation

A major review of the legislation administered by the Department commenced in 1996-97.

The review is being undertaken in stages over the next two to three years. During this financial year the review has focused on the public vehicle licensing, vehicle registration and driver licensing provisions of the *Traffic Act 1925*, and the *Motor Vehicles Taxation Act 1981*. Major reforms to the public vehicle licensing system passed both Houses of Parliament in late 1997. It is proposed that new vehicle registration and driver licensing legislation, based on nationally consistent road transport law, and motor tax legislation will be introduced into the Parliament in the coming financial year.

The legislative review process will result in clear and concise legislation that supports the Department's enabling role. It will also meet the Department's obligation under the National Competition Policy.

Statutory Bodies

Public Vehicles Licensing Appeal Tribunal (PVLAT)

PVLAT is an independent tribunal established under the *Traffic Act 1925* to hear appeals with regard to decisions by the Transport Commission to grant or refuse public vehicles licences, or to impose or vary conditions pertaining to public vehicles licences.

It has three members with a Magistrate as the chairperson, a nominee of the Transport Commission and an expert from the transport industry sector under consideration.

Chairperson	Mr Ian Matterson
Deputy Chairperson	Mr Peter Wilson
Secretary	Mr Shane Fish
Commission Representative	Mr Denzil Yaxley
Deputy Commission Representative	Mr John Pauley
Freight Representative	Mr John Binning
Deputy Freight Representative	Mr Bernard Saunders
Airfreight Representative	Mr Brian Kearns
Deputy Aircraft Representative	Mr Allan Williams
Bus Representative	Mr Neville Wells
Deputy Bus Representative	Mrs Marie Barnes
Taxi-Hire Cars Representative	Mr Colin McKibben
Deputy Taxi-Hire Cars Representative	Mr Allan Ward

Members of the Public Vehicles Licensing Appeal Tribunal

Taxi Industry Advisory Board

The Taxi Industry Advisory Board was established under the *Taxi Industry Act 1995* to advise the Minister for Transport and Commissioner for Transport on a range of issues covering taxi and hire car licensing as detailed in Schedule 2 of the Act.

Chairperson	Ms Joan Rylah
Deputy Chairperson	Mr Richard Dale
Commission Representative	Dr Bernard Carlington
Taxi Industry Representative	Mr Jim Deane
Taxi Industry Representative	Mr Kevin Hawke
Department of Treasury and Finance	Mr Nick McShane
Office of Consumer Affairs	Mr Roy Ormerod

Members of the Taxi Industry Advisory Board

Non Statutory Bodies

Approved Inspection Stations (AIS) Steering Committee
Log Truck Safety Committee
Enforcement Strategy Group
Traffic Regulations Working Group
National Vehicle Theft Task Force
National Exchange of Vehicle and Driver Information System (NEVDIS) Project Group
Austroads: Registration and Licensing Reference Group
Road Freight Transport Reform Group
Passenger Transport Reform Group
Student Transport Working Group
Tasmanian Road Transport Systems Group
Bike Week Committee
Kerbside Parking Control Committee
Level Crossing Warning Committee
Municipal Bicycle Committees (Various)
Older Driver Safety Project Reference Group
Red Light Camera Working Group
Regional State Bike Week Committee
Road Safety Advisory Council
Road Safety Consultative Committee
State Bicycle Advisory Committee
Sullivans Cove Development Plan (Traffic Sub-Committee)
Tasmanian Skating Committee
Traffic Regulations Working Group

Consultants Engaged ($2,000 and over)

Output Group 1 - Transport Policy Advice and Planning

Consultant	Project	Cost ($)
Alomes and Associates	Passenger Transport Reform Group - Independent Chairman	4,690
Alomes and Associates	Tasmanian Road Transport Systems Group - Independent Chairman	34,043
Andrew J North	Environmental Conservation Issues Fauna	4,369
B D Stewart	Environmental Systems - ISO 14000 Implementation	3,580
Bartholemew Quinn & Associates	Communication Strategy For Public Vehicle Licensing Reform	28,200
Centre for International Economics	Tasmanian Freight Equalisation Scheme	100,000
Consulting Facilitators	ISO 14000 Implementation (Workshops)	8,830
Department of Premier &Cabinet	Marine and Port Companies Legislation	3,276
Devil Computing	Motor Registry System Changes - Public Vehicle Licensing reforms	32,000
Economic & Business Development	Private Sector Investment Infrastructure	9,000
Gutteridge Haskins & Davey	Esk Main Road Study	76,211
HEC Australia Pty Ltd	Midland Highway Bagdad Bypass	2,900
KPMG	Tasmanian Freight Equalisation Scheme	10,827
Lupatec (Tas) Pty Ltd	Transport Policy Issues	7,590
Lupatex (Tas) Pty Ltd	Channel Highway Study	10,673
McQuestin Consultancy	Port Performance Framework	3,499
Millin Environmental Management	ISO 14000 Implementation	3,960
Pitt and Sherry	Bridgewater Study	337,762
SKM Economics	Proposals for the Funding for and Provision of Regular Passenger Transport Services	19,270
Suzanne Capell & Associates	Tasmanian Export Council	6,137
TCCI	Tasmanian Shippers Forum	15,000

Output Group 2 - Land Transport Safety Programs

Consultant	Project	Cost ($)
Advanced Compliance and Accreditation	Provision Of Heavy Vehicle Inspections	12,150
Clemengers	'Don't Lose It', School Bus Safety Week, Back To School	53,600
Deloitte Touche Tohmatsu	Provision of Traffic Signal Maintenance and Installation - probity auditor	3,200
Enterprise Marketing and Research	Older Driver Safety Project	5,160
KPMG	Provision of Traffic Signal Maintenance and Installation - financial advice	3,800
M Edwards	Older Driver Safety Project	8,730
Monash University Accident Research Centre	Older Driver Safety Project	12,000
Mures Convention Management	1998 Road Safety Research And Enforcement Conference.	6,545
PPK Environment & Infrastructure Pty Ltd	Sullivans Cove Land Use and Traffic Study (joint initiative with the Hobart City Council)	23,000
Russell MacAndrew Consultancy	Interviewing and Assessment Of Permanent Staff	15,802
The Quill Consultancy	Preparation of Bus and Traffic Code Handbook	10,000
The Quill Consultancy	Updating Business Rules	16,000

Output Group 3 - Ensuring the Provision of Transport Services and Infrastructure

(includes Capital Improvement Program)

Consultant	Project	Cost ($)
ARRB	Burnie Truck Route	2,100
Booz Allen & Hamilton	Long Term Maintenance, Assessment of Registration of Tenders	15,979
Capital Insight	Technical Engineering Services - Partnering Project	20,000
Capital Insight	Long Term Maintenance - Probity Audit and Risk Management	50,000
Capital Insight	Northern Tasmanian Road Maintenance Contracts - Probity Audit Services	18,400
Corcoran Shepherd	Review of Red Bridge Structural Assessment	9,550
David Horner	Tasman Highway - Sorell Causeways	5,787
Dept of Environment and Land	– Bass Highway - Cooee to Cam River	72,750
Management	– Burnie Truck Route	6,228
	– Murchison Highway - Que River to Waratah Main Road	68,000
	– Tasman Highway - Sorell Rivulet Bridge	4,568
	– West Tamar Highway - Cormiston Creek to Legana	6,310
Consulting Facilitators	Transition Team Support	13,000
Deloitte Touche Tohmatsu	Upgrading of Bass Highway - Westbury to Hagley DBFM (Probity Audit Services)	23,345
Deloitte Touche Tohmatsu	Provision of Bruny Island Ferry Service - probity auditor	3,250
Economic & Business Development	Provision of Bruny Island Ferry Service	17,028
Evans & Peck Management	Upgrade of Bass Highway - Westbury to Hagley (Provision of Commercial, Legal and Risk Services)	116,090
David O'Sullivan	Provision of Traffic Signal Maintenance and Installation - project management	38,618
Graeme Booth	Provision of Bruny Island Ferry Service - project management	15,524
Gutteridge, Haskins & Davey	Mass Limits Review - Bridge Assessments	13,111
Gutteridge, Haskins & Davey	Bass Highway - Cooee to Cam River	5,961
Gutteridge, Haskins & Davey	Murchison Highway - Que River to Waratah Main Road	2,660
Gutteridge, Haskins & Davey	West Tamar Highway - Cormiston Creek to Legana	1,365
Hoult Consulting	Alternative Delivery Options for Technical Engineering Services	18,000
Infratech Systems and Services	Structural Analysis and Testing of Blythe River and Sorell Causeway Bridges	156,600
Johnson Winter & Slattery	Provision of Bruny Island Ferry Service - legal advice	8,080
Johnson, McGee and Gandy	Mass Limits Review - Bridge Assessments	23,940
Lloyds Register of Shipping	Bruny Island Ferry	3,935
Maunsell	Mass Limits Review - Bridge Assessments	84,018
Millin Environmental Management Services	Zeehan Highway - Lyell Highway to Anthony Main Road	13,600
Minter Ellison	Legal Advice Regarding Contract 662	125,000
Myriad Consultancy	Quality Assurance Road Construction Industry Attitudinal Survey	3,800
Peacock Darcey & Anderson	Burnie Truck Route	7,499
Pitt & Sherry	Burnie Truck Route - Design of Batter St	113,347
Pitt & Sherry	Burnie Truck Route - Drainage Upgrade	21,096
Pitt & Sherry	Contract Labour Administration of Maintenance	52,000
Pitt & Sherry	Burnie Truck Route	8,609
Pitt & Sherry	Legal proceedings	5,283
Pitt & Sherry	Mass Limits Review - Bridge Assessments	31,330
Pitt & Sherry	Poatina Main Road - Lake Highway to Cramps Bay Road	2,123
Pitt & Sherry	Ridgley Main Road	67,307
Pitt & Sherry	Zeehan Highway - Lyell Highway to Anthony Main Road	32,700
Pitt & Sherry	Burnie Truck Route	30,930
Pitt & Sherry	Burnie Truck Route	2,111
Pitt & Sherry	Burnie Truck Route	4,679

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Roger Morgan	Murchison Highway - Zeehan Highway to Scenic Track	11,469
Ron Goodes	Road Network Survey	15,293
Ross Cubit	Development of Quality Plan for Admin of Contract 662	7,040
RTA (NSW)	Design Feasibility Report on Stress Laminated Timber Deck for Lift Span of Bridgewater Bridge	7,300
RTA (NSW)	Mass Limits Review - Bridge Assessments	27,000
Sinclair-Knight Merz	Bass Highway - Howth to Chasm Creek (Contract Administration Services)	1,141,284
Sinclair-Knight Merz	Mass Limits Review - Bridge Assessments	19,000
Sinclair-Knight Merz	Bass Highway - Burnie to Smithton	2,228
Sloane Weldon	Glen Huon Landslip	8,625

Output Group 4. - Office of Energy Planning and Conservation

Consultant	Project	Cost ($)
Integrated Energy Management Centre (IEMC)	Development of national appliance energy labelling and minimum energy performance standards for the Energy Management Task Force of the Australian and New Zealand Minerals and Energy Council.	15,101
Intelligent Energy Systems Pty Ltd - Andrew Campbell	Engaged as a System Reliability Adviser to assist in the establishment of a Reliability Panel to recommend power system security and reliability standards. Engagement costs shared on a 50/50 basis between the Office of Energy Planning and Conservation and the Government Prices Oversight Commission.	6,750

Corporate Services and Whole of Agency

Consultant	Project	Cost ($)
Asset Management Systems	Introduction of Interactive Voice Recognition (IVR) System Requirements for Payment of Registration Renewals	15,000
Asset Management Systems	Port of The Traffic Accident System to Sun UNIX/Oracle	13,000
Asset Management Systems	System Development Work	72,100
Computer Vision	Delivery of High Level UNIX Services	54,000
Elaine Ecclestone	Corporate Information Management Review	25,000
Horizon Technology	Develop Standards for Electronic Publishing	15,000
ICS Multimedia	Delivery of WEB Publishing Services	16,000
KPMG	Internal Audit Services	80,000
Price Waterhouse/Coopers	Website for Driver Knowledge Testing & Registration Enquiry	50,000
Sinclair-Knight Merz	Decontamination Site Report at Paterson Street	10,000
Sleebs	PS Support including Roll Out Of Windows NT And 95	53,000
Wise Lord & Ferguson	Two contracts: 1. Change Management associated with the Department's restructure plus extension to facilitate Senior Managers Conference 2. Review of Corporate Management Team functions in line with Departmental Review	58,593
Jeffrey Human Resource Consulting	Skills Audit	6,990

Major Contracts Awarded

Contractor	Contract	Description/Reason for Contract	Cost ($)
Andrew Water Constructions	Bridport Main Road Industry Road to Troopers Track	Road rehabilitation and widening	572,595
Asset Management Systems	Porting of the Motor Registry System	Porting the Motor Registry System to a new computing environment	290,000
Boral Contracting	Midland Highway	Midland Highway Esk Main Road & Conara North Junction	595,930
Boral Contracting	West Tamar Highway	West Tamar Highway Cormiston Road Junction	267,330
Brambles	Midland Highway Conara Weighbridge	Construction of heavy vehicle weighing facility	35,951
Brambles Industrial Services	Bass Highway	Bass Highway - Edwards Street Intersection	311,055
Brighton Painting & Zagnite Pty Ltd	Line Marking	Line Marking of Roads throughout Tasmania	105,000
Civil Construction Corporation	Safety Works	Supply and Install Guard Fence, various Sites Statewide	278,908
Civil Construction Corporation	Tasman Bridge	Tasman Bridge Operations and Maintenance	360,826
Civil Construction Corporation	Tasman Bridge - Sorell Causeways	Arthur Highway - Sorell Roadworks	989,604
Civil Construction Corporation	Tasmanian Road Network	3 year Routine, Minor Works and Pavement Marking Maintenance on the State Road and National Highway Networks in the North West of the State	11,621,257
CSR Emoleum	Bituminous Slurry Surfacing	Slurry Surfacing of the State Road and National Highway Network	448,991
CSR Emoleum	Bituminous Surfacing North East Region	Bituminous Surfacing of the State Road and National Highway in North East Region	778,499
CSR Emoleum	Tasman Bridge	Tasman Bridge Roadway Resurfacing	555,318
Eye Spy Signs	Traffic Signs	Manufacture and Supply to Traffic Signs	57,565
Metal Protection Services	Bridge Maintenance Painting	Bridge Maintenance Painting Bridge Structures	385,770
North Western Shipping Towage Co Pty Ltd	Bruny Island Ferry	Provision of Bruny Island Ferry Services	413,00
Roadways Pty Ltd	Bituminous Surfacing North West Region	Bituminous Surfacing of the State Road and National Highway in North West Region	1,357,002
Roadways Pty Ltd	Bituminous Surfacing Southern Region	Bituminous Surfacing of the State Road and National Highway Network in Southern Region	623,027
Shaw Contracting Pty Ltd	Bass Highway Heybridge to Chasm Creek	Roadworks and Structures	9,953,933
Shaw Contracting Pty Ltd	Bass Highway Howth to Heybridge	Roadworks	9,331,310
Statewide Linemarking Pty Ltd	Pavement Marking Maintenance Northern Region	Maintenance of pavement marking on Northern Tasmania State Road Network	255,847
Structural Systems	Bridgewater Bridge	Cathodic protection and associated works	769,000
Tasmanian Painting Contractors	Bridge Maintenance Painting	Lead Paint Removal	531,307
Van Ek Contracting	Marlborough Highway - Ouse River Bridge	Construction of new bridge and road approaches	315,250

Documents Published

Name of publication	Date of Release
Zebra Newsletter for Teachers (3 Issues)	Aug/Nov 97; Feb 98.
Traffic Code	As required
Bus and Truck Drivers Handbook	As required
Indicator (Road Safety Statistics)	Quarterly
Road Beat (4 Issues)	Quarterly
DOT Points Magazine (4 Editions)	Quarterly
AIS Manual Volume 1	July 1997
AIS Manual Volume 2 (Light Vehicles-Technical Manual)	July 1997
Involvement in the Austroads Paper	December 1997
- Concrete Structures, Durability, Inspection and Maintenance Procedures	
Involvement in the Austroads Paper - Strategy For Concrete Research and Development	December 1997
Talking Traffic (2 Editions)	October 97 and January 98
Department of Transport Strategic Plan 1997-98	January 1998
Pre-Driver Student Booklet (2nd Ed.)	February 1998
How to Renew Your Registration: Information Brochure	February 1998
Managing Customer Feedback in the Department of Transport	February 1998
Safety Door Label and Information Sheet	March 1998
Vintage Registration: Information Brochure	March 1998
Getting Tasmania Moving - Public Vehicle Licensing Reform Project Newsletter Nos. 6 - 10	September 97 - April 98
Corporate Information Management Policy Brochure	May 1998
Landscaping Strategy - First Release	June 1998
Tiger Plates: Information Brochure	July 1998

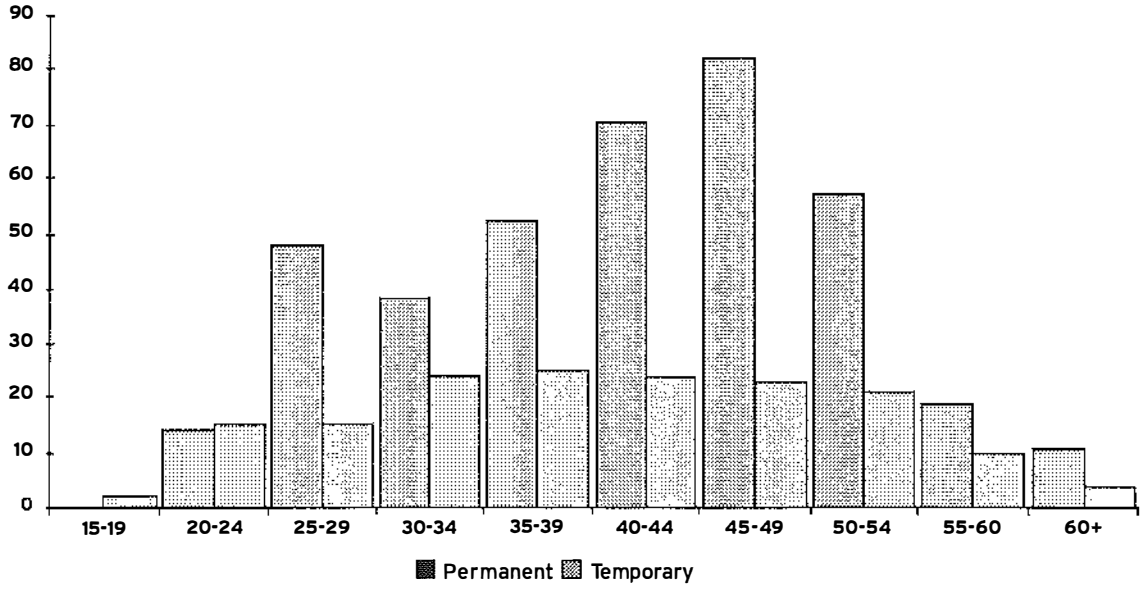
Any External reports or Documents Produced

Name Of Report/Document	Date of release
Report to MAIB on Road Safety Advisory Council	May 1998
Report on DBM (Design, Build and Maintain) Proposals	December 1997
Addendum to Report on DBM (Design, Build and Maintain)Proposals	December 1997
State Road Use Statistics, Tasmania 1996	April 1998
Austroads Concrete Durability Project	December 1997
Conservation Plans for Historic Bridges	December 1997
Continuity and Differential Temperature Effects in Post-Tensioned Concrete Girder Bridges	December 1997
Lead Paint Removal from Tasmanian Bridges	December 1997
Survey Finding - Quality Assurance in the Road Construction Industry	February 1998
Tasmanian Freight Equalisation Scheme - 1997 Review of Rates of Assistance	October 1997
RFP for Management of Bruny Island Ferry Service	October 1997
Tasmanian Freight Equalisation Scheme Rejoiner Submission to the Draft Advisory Opinion of the TFES Review Authority	April 1998
RFP for Traffic Signal Maintenance & Installation	May 1998
Submission to the Senate Rural and Regional Affairs and Transport Legislation Committee - Stevedoring Levy Bills 1998	June 1998

Department of Transport Supplementary Information

Human Resources

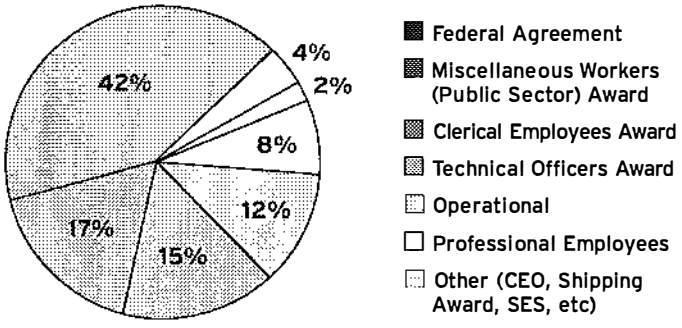
Age Profile of Transport Employees



	1996	1997	1998
Average salary cost per full time equivalent	$38,455	$39,112	$42,362

Employees by Award

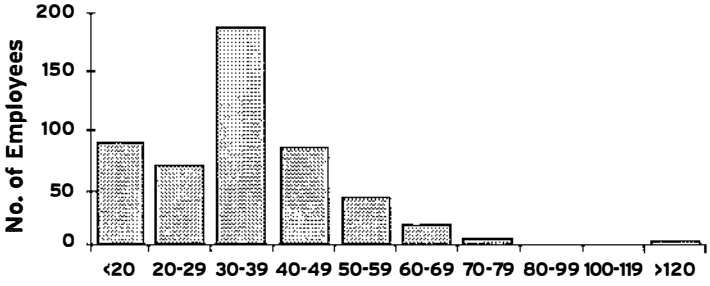
The majority of employees at the Department of Transport are employed under the Administrative and Clerical Employees Award Federal Agreement. With the Department concentrating more on the policy development, planning and research elements, the number of employees under the Miscellaneous Workers (Public Sector) Award will reduce.



Breakdown of Employment by Award

Number of Employees

In 1997-98 the Department had a staff turnover rate of 22%. The turnover rate was slightly above average as it included the Bruny Island Ferry crew who left the Department to take up positions with the new operator (approximately 2%).



No. Of Employees by Salary Range

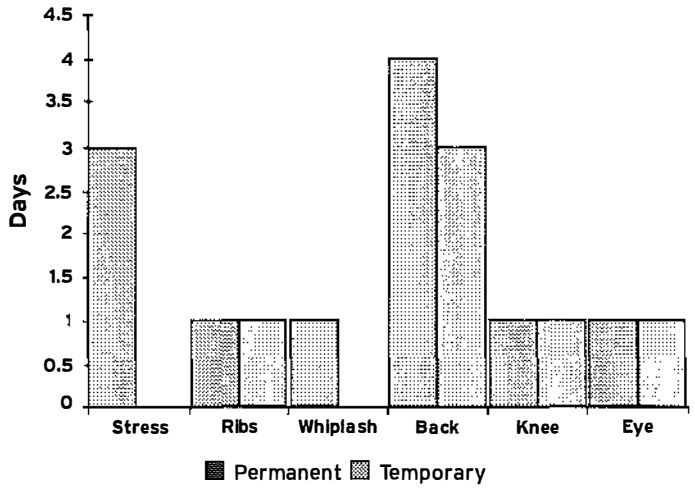
Leave Entitlements

	30 June 1996	30 June 1997	30 June 1998
Sick Leave			
Average sick days taken per FTE	2.02	4.89	8.10
Average sick days taken per Headcount	2.11	4.06	7.83
Annual Leave*			
Average number of days per FTE			28.48
Number of FTE's with entitlements equal or in excess of the statutory limit	119.00	110.00	108.00
Long Service Leave*			
Average number of days per FTE			50.93
Number of FTE's with entitlements equal or in excess of the statutory limit	57.00	35.00	29.00

*Does not include Crossing Guards or Motorcycle Rider Trainers as they do not accrue recreation leave or sick leave.

Workers' Compensation Claims

During 1997-98 there were 22 workplace incidents reported, eleven of which resulted in workers' compensation claims. This is a 50% reduction in the number of claims from the previous year.



Number of Claims by Injury Type and Number of Days Lost by Injury Type 1997-98

The average time lost per claim was 6 days, and the average cost per claim was $762.

One of the objectives within the Department's Occupational Health and Safety Policy is to audit and continually improve occupational health and safety standards and procedures. As a commitment to this policy, a major initiative in 1997-98 was to engage outside suppliers to conduct a Safety Audit for the Department. This is major component in the Department's efforts to reduce workplace injury.

Training And Development Activities

Training and development of Department of Transport employees continued to be a high priority during 1997-98. The Department of Transport was actively involved with the Training Consortium Management Team which aims to provide its members with high level and cost effective training programmes.

In 1997-98 the Department offered and funded three staff placements on the Leadership Development Program and five staff members began the Public Sector Management Course. A number of employees began, continued or successfully completed studies (University or TAFE) with support from the Agency's Assisted Study Program in 1997-98.

The total Agency training budget for 1997-98 was $235,000.

EEO Programs

The Agency continues to manage a Statewide network of EEO Contact Officers who provide confidential support, information and options to staff who request assistance in relation to harassment and discrimination concerns. Training for contact officers is provided on a regular basis.

EEO Profile of the Department of Transport

EEO Group	No. of Employees
People with a Disability	8
Women	247
Aboriginal and Torres Strait Islanders	1
People from Diverse Cultural and Linguistic Background	37

Employee Assistance Program

The Employee Assistance Program (EAP) provides staff access to counselling services. The scheme has been operating since June 1994. It is proving to be an effective strategy for assisting employees with work related and personal issues. In many instances these issues affect the work performance of the employee and potentially fellow colleagues. EAP is confidential, impartial and professional. It is an effective early intervention program operation in the workplace. In 1997-98 EAP cost the Department $28,000.

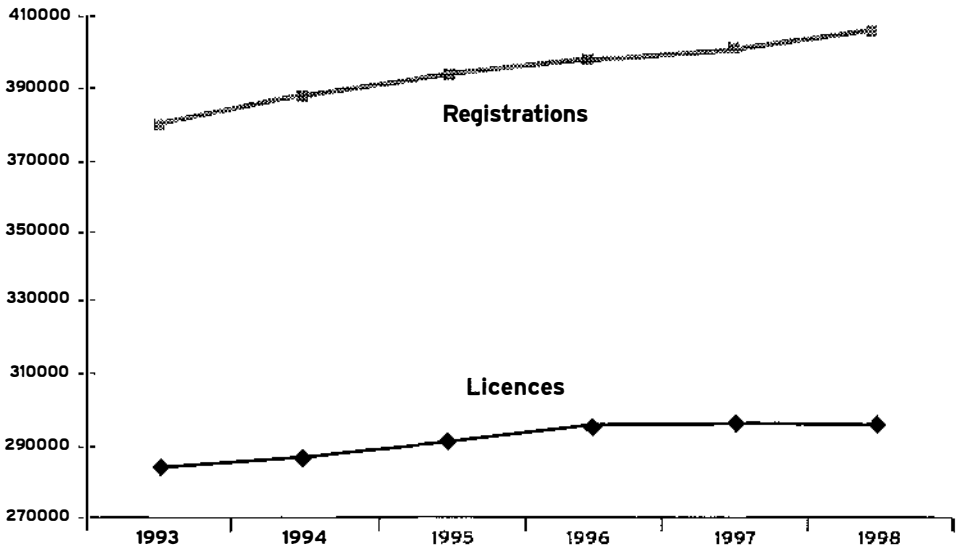
General Statistical Information From the Department

Registration and Licensing Statistics

as at 30 June 1998

Driver Licensing	1997-98
Licenses	
Current, Basic and Provisional	296,212
Current Learners	14,351
Motorcycle extensions	29,519
Basic suspended	737
Basic cancelled	3,528
Restricted Licences	284
Disqualified - alcohol related	2,946
Disqualified - demerit points	1,877
Disqualified - other reasons	1,270
TOTAL	**6093**

Vehicle Registration	1997-98
New Registration	
Motor vehicles (car, trucks vans)	11,312
Motorcycles	597
Total	**11,909**
Current Registration	
Cars, station wagons	242,809
Utilities	36,674
Trucks	23,805
Buses	1,967
Motorcycles	7,554
Other powered vehicles	26,537
Trailers, caravans etc	67,228
TOTAL	**406,574**



Total Number of Registrations and Licenses 1993-1998

Persons Injured in Road Accidents in Tasmania 1990-1997 By Road User Type and Severity

Severity	1990	1991	1992	1993	1994	1995	1996	1997
Fatalities								
Drivers	37	39	36	24	28	27	36	17
Passengers	15	18	27	19	16	12	17	10
Pedestrians	12	12	4	7	11	8	8	0
Motorcyclists	6	8	6	7	2	7	2	4
Pedal Cyclists	1	0	1	1	2	2	1	1
Sub total	71	77	74	58	59	56	64	32
Serious Injury								
Drivers	255	236	219	234	244	242	204	184
Passengers	192	156	145	165	144	164	117	119
Pedestrians	73	66	63	58	63	52	62	52
Motorcyclists	66	65	51	58	61	61	44	48
Pedal Cyclists	23	16	17	17	13	17	22	23
Sub total	609	539	495	532	525	536	449	426
Minor injury								
Drivers	641	604	583	575	600	659	645	568
Passengers	418	438	414	392	430	429	362	369
Pedestrians	93	99	109	76	87	87	105	65
Motorcyclists	73	68	69	64	67	70	61	79
Pedal Cyclists	46	44	45	60	47	37	37	45
Sub total	1271	1253	1220	1167	1231	1282	1210	1126
TOTAL	1951	1869	1789	1757	1815	1874	1723	1584

Source: Traffic Accidents database at 3 August 1998.
Note: A small number of cases with incomplete data have been excluded from analyses

Age and Gender of Road Users Killed and Injured

	Road Users Killed			Road Users Injured		
	1995	1996	1997	1995	1996	1997
MALE under 17	4	3	2	147	122	134
MALE 17-29	18	19	8	449	390	331
MALE 30-64	10	10	9	308	291	293
MALE over 64	7	6	4	68	66	83
TOTAL MALE	39	38	23	972	869	841
FEMALE under 17	0	3	1	102	93	112
FEMALE 17-29	4	7	4	313	294	255
FEMALE 30-64	4	8	4	306	298	272
FEMALE over 64	9	8	0	84	70	77
TOTAL FEMALE	17	26	9	805	755	716
TOTAL	56	64	32	1777	1624	1557

Source: Traffic Accidents database at 3 August 1998
Note: A small number of cases with incomplete data have been excluded from analyses

Vehicle Inspections

	1995-96	1996-97	1997-98
Pre-registration[2]	15 037	14 577	1 825
Pre-Registration AIS[2]	0	0	15 433
Roadside mechanical check	31 347	42 691[1]	32 033
Weighing	14 271	11 147	11 584
Roadside public vehicle check	6 425	4 703	2 841
Other	13 577	15 513	5 626
Other (AIS)	0	0	6 704
TOTAL	80 657	88 631	76 046
Vehicles Inspected			
Car	28 281	45 611	34 571
Light commercial	5 324	5 507	4 874
Heavy vehicle	9 647	7 507	7 807
Heavy trailer	1 516	1 316	907
Bus	3 387	3 532	3 171
Motorcycle	850	914	358
Prime-mover/Semi trailer	28 857	21 608	21 691
Other (trailers and medium combination vehicles)	2 795	2 636	2 667
TOTAL	80 657	88 631	76 046
Passed Inspection	66 009	73 124	62 859
Percentage Passed Inspection (%)	81.8	82.5	82.7

Notes:

1. This figure includes a large number of light vehicle inspections carried out in conjunction with the Road Safety Task Force.
2. Pre-registration inspections relate to the inspection of vehicles by Transport inspectors or Approved Inspection Stations for compliance with State and National standards.

Public Vehicle Licensing Information

	1995-96	1996-97	1997-98
Public Vehicle Licensing on Issue			
- Cab and Hire Cars [1]	522	548	na
- Perpetual Taxi Licences	na	na	398
- Hire Cars	na	na	190
Licence Applications/Variations			
Received	584	397	334
Refused	22	14	3
Withdrawn	6	1	1
Formal hearings or inquiries	3	0	0
Public Vehicles Licensing Appeal Tribunal			
Upheld	4	1	0
Dismissed	4	2	1
Withdrawn	3	3	2
Adjourned	0	0	0
Pending	2	1	1*

Notes:

1. The implementation of reforms to the public vehicle licensing system resulted in the abolition of the Cab and Hire Cars licenses. This is replaced by two new licence groups; Perpetual Taxi licences and Hire Cars.

* Pending from 1996-97

Freedom of Information Statistics - as at 30 June 1998

Source of Requests	1995-96	1996-97	1997-98
Individuals	37	23	62
Solicitors for clients	11	18	41
Politicians	12	10	11
Companies	3	4	41
Formal Hearings \ Inquiries	0	0	0
TOTAL	63	55	185

Refusal Reasons			
S 23 Executive Council Information	0	0	1
S 24 Cabinet Information	1	1	8
S 26 Information Communicated by Other States	0	1	1
S 27 Internal working information	2	3	10
S 28 Law Enforcement Information	0	1	2
S 29 Information affecting legal proceedings	0	0	5
S 30 Personal privacy	5	6	10
S 31 Trade secrets or undertakings	0	2	10
S 32 Trade secrets of agency	0	0	1
S 33 Information obtained in confidence	0	1	4
S 34 Procedures and clients	0	0	0

Outcome of Requests			
Full access	27	32	119
Partial access	12	4	24
Denied access	9	10	10
Personal files amended	0	0	0
Personal files not amended	0	0	0
Information not in possession of agency	0	2	6
Other	0	4	2

Decision Time (DAYS)			
1 - 30 days	30	39	131
More than 30 days *	18	7	30

*These requests involved a negotiated extension under S17(6) of the Act.

Fees and Charges ($)	1995-96	1996-97	1997-98
Political Requests	na	na	$3,344.25
Others:			
Total calculated	$773.40	$28.50	$12,287.50
Waived or reduced	$571.40	$0.00	$11,108.60
Collected	$202.00	$28.50	$1,178.90
Outstanding	$0.00	$0.00	$0.00

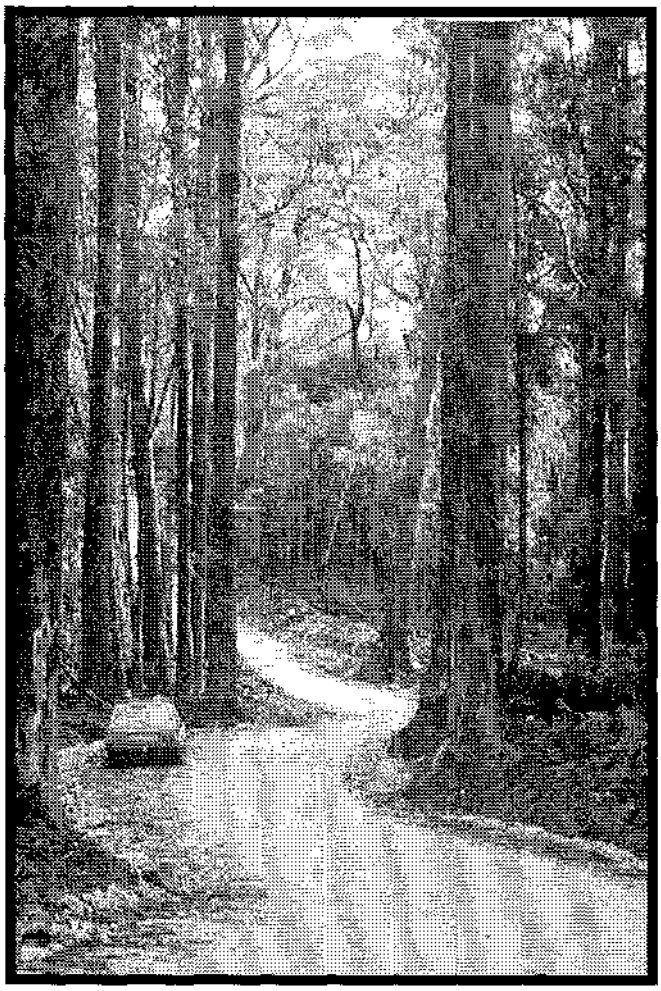
Request Status			
Personal Information	13	5	31
Amendment of personal files	0	0	0
Carried over from 1996-97	3	0	5
Awaiting decision at 30 June 1998	1	3	14
Decided	48	46	155
Withdrawn	12	4	15
Transferred	2	2	6

Reviews			
Internal:			
Determined	2	4	3
Upheld in full	2	3	2
Upheld in part	0	0	1
Reversed	0	1	0
External:			
Determined	0	1	0
Upheld in full	0	0	0
Upheld in part	0	0	0
Reversed	0	1	0

Waiving Reasons			
Routine request	0	2	0
Personal information	7	5	16
General public interest	0	15	55
Impecunious applicant	0	0	1
Member of Parliament	4	10	37
Other	3	2	2

Glossary

AIS	Approved Inspection Stations
Austroads	National Association of Road Transport and Traffic Authorities in Australia
EAP	Employee Assistance Program
EI	Employment Instruction from the Office of the Commissioner for Public Employment
FAC	Federal Airport Corporation
FMIS	Financial Management Information System
FMAA	*Financial Management and Audit Act 1990*
FOI	Freedom of Information
FTE	Full time equivalents
IT	Information Technology
Km	Kilometre
MAIB	Motor Accident Insurance Board
Mission	A concise statement of the Department's purpose and direction
NEVDIS	National Exchange of Vehicle and Driver Information System
NHS	National Highway System
NRM	National Roughness Measure
NRTC	National Road Transport Commission
OHS&W	Occupational Health, Safety and Welfare
Outcomes	The effects or consequences on the community of the Outputs delivered, by the Government, through the Department
Outputs	The goods and services, some of which are ongoing and others which are improvement initiatives, produced for users outside the Department
Performance Measure	A quantitative or qualitative indicator for assessing the achievement of objectives
PVLAT	Public Vehicles Licensing Appeal Tribunal
Strategies	Projects or initiatives considered necessary to improve the delivery of Outputs and achieve the desired Outcomes
TFES	Tasmanian Freight Equalisation Scheme
TI	Treasury Instruction
TSS	*Tasmanian State Service Act 1984*



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FMAAs.27(1)(b) subject to s.27 (2) TSSs.33 AB(1)(b)	A report by any statutory office holder employed in or attached to the Department except where required to report under any other Act.	**na**
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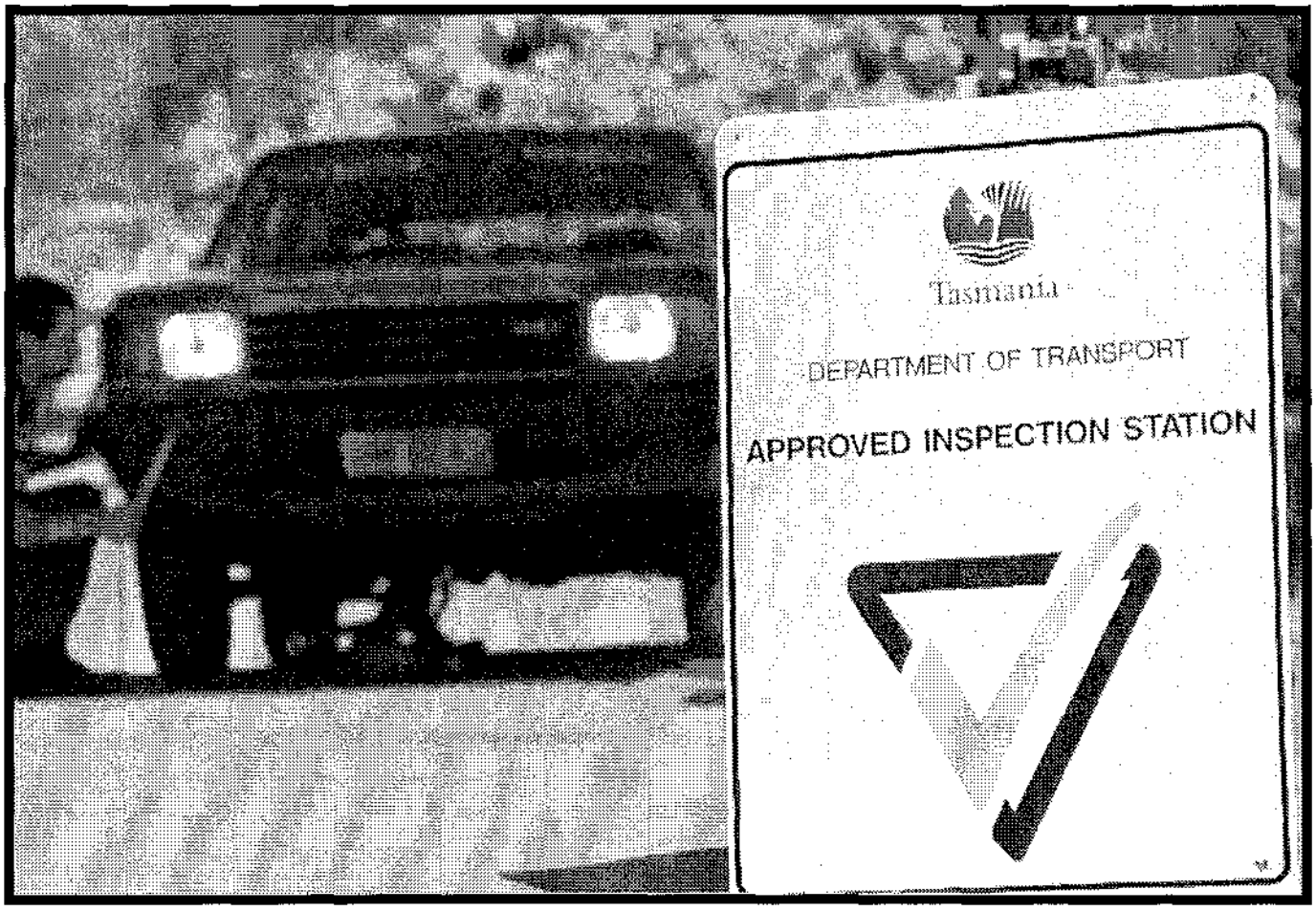
TI702 - TI709	An audit opinion of the financial statements	
Narrative Summary	• significant financial performance	
	• ministerial directives in relation to financing or investment activities; and	
	• economic and other factors which affected the achievement of operational objectives	
Capital Projects	Details of completed and incomplete capital projects	
Pricing Policies	Pricing Policies for goods and services	



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Contacts

How to Contact us

General Enquiries

Mail	GPO Box 936J
	Hobart Tasmania 7001
Electronic	transport@dot.tas.gov.au
Head Office:	10 Murray Street, Hobart
	ph: 03 6233 8011
Registration and Licensing	13 11 05 (cost of a local call)

Emergency Contacts (24 Hour Service)

Roads and Bridges:	ph: 1800 005 282
Traffic Signal Faults:	ph: 03 6233 5235

Registration and Licensing Payments Service Tasmania shop fronts, located at:

134 Macquarie Street, Hobart

1 Civic Square, Launceston

48 Cattley Street, Burnie

16 - 18 Anne Street, George Town

130 Nelson Street, Smithton

34 Orr Street. Queenstown

23 Quail Street, St Helens

17 Vicary Street, Triabunna

14 Bathurst Street, New Norfolk

ph: 1300 366 773

Vehicle Registration Payments can also be made at any bank

(Westpac will not charge for this transaction, but other banks may charge a small processing fee).

Contact numbers are also listed in the White Pages under 'Transport'.

If you are not satisfied after calling one of the numbers listed, please call our toll free Client Service Line on 1300 366 003.

Web site: www.transport.tas.gov.au

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(1997/98)

Department of Transport

FINANCIAL REPORT

1997-98

Tasmania
DEPARTMENT of TRANSPORT

Public Accounts
Cash Statements

30 June 1998

Financial Summary for the Year Ended 30 June 1998

Summary of Financial Transactions

	Note	1996-97 Actual $'000	1997-98 Estimate $'000	1997-98 Actual $'000	Variation $'000
OPENING BALANCE		680	2,257	2,257	...
Total Receipts	1	283,583	286,393	304,676	18,283
Total Expenditure	1	(282,006)	(286,691)	(303,378)	(16,687)
CLOSING BALANCE		2,257	1,959	3,555	1,596

THE CLOSING BALANCE OF ACCOUNTS IN THE SPECIAL DEPOSITS AND TRUST FUND ADMINISTERED BY THE DEPARTMENT AS AT 30 JUNE 1998 CONSISTS OF:

	1997-98 Actual $'000	1997-98 Actual $'000
Operating Account		
T524 Department of Transport Operating Account	2,502.9	2,502.9
Legislative Accounts		
T760 Cab and Hire Car Trust Fund	884.7	
T763 State Highways Trust Fund	27.2	
T800 Burnie Taxi Area Trust Fund	2.2	
T801 Taxi Industry General Administration Trust Fund	0.3	
T802 Hobart Taxi Area Trust Fund	20.9	
T803 Launceston Taxi Area Trust Fund	9.1	
T811 New Norfolk Taxi Area Trust Fund	0.9	
T812 Perth Taxi Area Trust Fund	0.4	
T813 Georgetown Taxi Area Trust Fund	0.5	
T410 Meander Taxi Area Trust Fund	0.2	
T411 Break O'Day Taxi Area Trust Fund	0.2	
T412 Circular Head Taxi Area Trust Fund	0.5	
T413 West Tamar Taxi Area Trust Fund	0.2	
T414 Penguin Taxi Area Trust Fund	0.2	
T415 Huon Valley Taxi Area Trust Fund	0.3	
T416 Dorset Taxi Area Trust Fund	0.2	
T417 King Island Taxi Area Trust Fund	0.1	
T418 Flinders Island Taxi Area Trust Fund	0.1	
T419 West Coast Taxi Area Trust Fund	0.7	
T420 Tasman Taxi Area Trust Fund	0.1	
T421 Devonport Taxi Area Trust Fund	2.2	
T422 Ulverstone Taxi Area Trust Fund	0.7	951.9
Overdraft Accounts		
T549 Port Reform Operating Account	...	
T661 Traffic Management Operating Account	100.5	100.5
TOTAL CLOSING BALANCE		3,555.3

Financial Summary for the Year Ended 30 June 1998

Source of Funds

	Note	1996-97 Actual $'000	1997-98 Estimate $'000	1997-98 Actual $'000	Variation $'000
OPENING BALANCE		680	2,257	2,257	...
Receipts					
Consolidated Fund:					
Annual Appropriation	1	141,587	145,463	145,800	337
Reserved by Law		52	52	31	(21)
Total Consolidated Fund		141,639	145,515	145,831	(316)
Other Receipts					
Proceeds from Sale of Assets		17	...	200	200
Commonwealth Receipts not paid into Consolidated Fund	1	1,099	145	1,805	1,660
Non-Government Contributions		1,364	1,349	1,342	(7)
Operating Revenue not paid into Consolidated Fund	1	138,421	137,297	154,108	16,811
Borrowings	2	1,043	2,087	1,390	(697)
Total Receipts		283,583	286,393	304,676	17,651
TOTAL SOURCE OF FUNDS		284,263	288,650	306,933	18,283
Less:					
Closing Balance:					
Approved Provisions		...	...	...	...
Approved Inter Year Transfers		250	...	...	...
Other	3	2,007	1,959	3,555	1,596
Total Closing Balance		2,257	1,959	3,555	1,596
TOTAL FUNDING OF OUTPUTS		282,006	286,691	303,378	16,687

Financial Summary for the Year Ended 30 June 1998

Summary of Expenditure

		Note	1996-97 Actual $'000	1997-98 Estimate $'000	1997-98 Actual $'000	Variation $'000
OUTPUT GROUP						
Output Group 1: Development of Transport Policy Advice						
101	Passenger Transport Policy Advice		663	876	825	51
102	Freight Transport Policy Advice		528	643	649	(6)
103	Transport System Policy Advice		1,348	1,576	1,648	(72)
Total Output Group 1			**2,539**	**3,095**	**3,122**	**(27)**
Output Group 2: Promoting the Safe Use of Roads						
201	Safety Interventions on the Local Road Network	4	1,446	1,560	2,206	(646)
202	Road User Safety and Education	4	2,829	2,999	2,013	986
203	School Based Road Safety Education		585	619	626	(7)
Total Output Group 2			**4,860**	**5,178**	**4,845**	**333**
Output Group 3: Licensing and Monitoring of Transport System Users						
301	Driver Testing	5	607	446	1,027	(581)
302	Driver Licensing	5 & 6	3,299	3,762	3,149	613
303	Driver Information	5	1,350	1,421	1,540	(119)
Total Output Group 3			**5,256**	**5,629**	**5,716**	**(87)**
Output Group 4: Management of Transport Modes						
401	Registration of Private Vehicles	5 & 6	2,716	3,150	2,543	607
402	Registration and Licensing of Commercial Vehicles	5 & 6	1,411	1,571	1,412	159
403	Vehicle Standards and Compliance		2,658	2,870	2,933	(63)
404	Vehicle Information	5	1,081	1,065	1,181	(116)
Total Output Group 4			**7,866**	**8,656**	**8,069**	**587**

Financial Summary for the Year Ended 30 June 1998

Summary of Expenditure - CONTINUED

		Note	1996-97 Actual $'000	1997-98 Estimate $'000	1997-98 Actual $'000	Variation $'000
Output Group 5: Provision of Services within the Transport System						
501	Bruny Island Ferry	7	1,266	1,291	1,025	266
502	Provision and Management of Transport Concessions and Subsidies	5	1,030	1,040	666	374
503	School Bus Contract Management		302	307	282	25
504	Traffic Signal Maintenance		2,145	2,084	2,198	(114)
505	Adult Monitored Pedestrian Crossings		650	649	662	(13)
Total Output Group 5			5,393	5,371	4,833	538
Output Group 6: Provision of Energy Advisory and Regulatory Services						
601	Energy Policy and Advice		390	645	632	13
602	Electricity Industry Regulation		197	397	379	18
Total Output Group 6			587	1,042	1,011	31
Output Group 92: Capital Investment Program						
881	National Highway System		34,240	26,880	27,256	(376)
882	Regional and Highway Investment	8	10,212	12,458	13,708	(1,250)
883	Roads of National Importance	9	...	600	300	300
884	Federal Blackspot Program	10	985	985	833	152
885	Miscellaneous Safety Works	11	2,470	2,330	1,809	521
886	Asset Preservation - Reinstatement	12	13,630	9,330	6,203	3,127
887	Administration of the Roads Program		5,580	4,697	5,042	(345)
888	Asset Preservation - Maintenance	13	22,794	21,780	25,055	(3,275)
910	Building Services Maintenance		...	26	...	26
Total Output Group 92			89,911	79,086	80,206	(1,120)
TOTAL OUTPUT GROUPS			116,412	108,057	107,802	255

Financial Summary for the Year Ended 30 June 1998

Summary of Expenditure - CONTINUED

		Note	1996-97 Actual $'000	1997-98 Estimate $'000	1997-98 Actual $'000	Variation $'000
Output Group 91: Administered Payments						
551	King Island Shipping Contract		232	236	236	...
595	Payments to School Bus Operators - Route Services	14	3,860	3,124	4,500	(1,376)
596	Payments to School Bus Operators - Contract Payments	14	15,439	15,320	15,216	104
597	Contribution towards the Construction of Streets in Towns by Municipal Councils		52	52	31	21
598	NRTC: Local Government Contribution		1,100	1,500	1,379	121
599	Launceston Flood Protection		50	...	...	...
624	Conveyance Allowance	14	550	585	514	71
625	Pensioner Air Travel Subsidy		6	8	8	...
626	Transport Access Scheme	15	523	523	568	(45)
628	Pensioner , Aged and Unemployed Concessions (Private Operators)	14 & 15	860	860	775	85
629	Furneaux Shipping Contract		212	216	203	13
630	Structural Performance and Initiative Program		314	498	498	...
643	Contribution to Marine and Safety Authority		144	566	774	(208)
644	CSO - Payment to Metropolitan Transport Trust		7,041	18,824	18,824	...
660	Monies received on behalf of External Bodies	1	135,211	136,322	147,336	(11,014)
723	Abt Railway	16	...	...	121	(121)
732	Rail Infrastructure Fund	17	...	...	990	(990)
TOTAL ADMINISTERED PAYMENTS			165,594	178,634	191,973	(13,339)
Output Group 99: General						
99	General	1	...	...	3,603	(3,603)
TOTAL GENERAL			...	...	3,603	(3,603)
TOTAL EXPENDITURE			282,006	286,691	303,378	(16,687)

Financial Summary for the Year Ended 30 June 1998

Explanation of Significant Variations

1. The variation between 1997-98 actual and 1997-98 estimate for receipts and expenditure is mainly due to:
   a) additional monies received on behalf of external bodies resulting from registration transactions and the payments to those bodies which are treated as administered transactions;
   b) receipts and payments relating to Motor Registry Suspense transactions which did not form part of the 1997-98 estimate as they are not Output related;
   c) the provision of additional funds for increased payments to School Bus Operators for route services partially offset by a reduction in funding due to the outsourcing of the Bruny Island Ferry Service;
   d) additional receipts from the Commonwealth for a Rail Infrastructure Fund; and
   e) additional miscellaneous receipts/cost recoveries relating to the Roads Program.
2. The Department borrowed funds from the Government under the Structural Performance and Initiatives Program for the re-engineering and redevelopment of the Motor Registry computer system and the completion of the Review into the Efficiency and Operations of the Motor Registry. Borrowings are based on actual expenditure which was less than the original estimate. These funds will be fully repaid by 30 June 2001.
3. Funds totalling $3.555 million were approved by the Treasurer for carry forward to 1998-99 in the Department's Operating Account ($2.503 million), and other accounts in the Special Deposits and Trust Fund ($1.052 million). The closing balances of accounts in the Special Deposits and Trust Fund that are administered by the Department are disclosed in the Summary of Financial Transactions Statement.
4. The variation is mainly due to:
   a) revised costing based on advice from the Traffic Management Branch about the split of their activities across the Outputs purchased by the Government from the Department of Transport. This was a costing revision and did not reflect a change in the services provided by the Department. A request for transfer between outputs was prepared on this basis and approved by the Treasurer. The opposite side of the costing revision is reflected in Output 202 Road User Safety and Education; and
   b) this was partially offset by lower than estimated external works relating to Safety Interventions on the Local Road Network.
5. The variation reflects revised costing resulting from the Motor Registry being split functionally into Policy and Client Services Branches. Costing for budget formulation did not recognise the different split of costs across outputs. This was a costing revision and did not reflect a material change in the services provided by the Department. A request for transfer between outputs was prepared on this basis and approved by the Treasurer. Also affected by this costing change are outputs 302, 303, 401, 402, 404, and 502.
6. The variation also reflects slower than estimated cashflow of expenditure under the Structural Performance and Initiatives Program for the re-engineering and redevelopment of the Motor Registry computer system and the completion of the Review into the Efficiency and Operations of the Motor Registry.
7. Outsourcing of the Bruny Island Ferry Service occurred in late December 1997. This was offset partially by costs resulting from the Bruny Island Ferry industrial dispute.
8. Increased expenditure occurred in the following projects:
   a) Channel Highway: Huonville to Cygnet - from the assessment of contractual claims; and
   b) Burnie Truck Route - relating to safety barriers and a truck arrester.
9. Final funds approved by the Commonwealth.
10. Uncompleted projects carried over to 1998-99.
11. Deferrals occurred in the following:
   a) upgrade of overtaking signs (statewide); and
   b) roundabout construction at Frankford Main Road, Sorell Main Road, Illawara Main Road, and Poatina Main Road.

Financial Summary for the Year Ended 30 June 1998

Explanation of Significant Variations - CONTINUED

12. Reduced expenditure in the following projects:
    a) Bass Highway: Fixters Creek;
    b) Glen Huon Road - landslip works deferred;
    c) Sorell Causeway - scope of works reassessed;
    d) Zeehan Highway: Lyell Highway to Anthony Main Road - deferred; and
    e) Bridport Main Road - advertising and tenders delayed; and
    f) offset by increased expenditure on Arthur Highway.
13. Additional expenditure was incurred in the following projects:
    a) Routine Maintenance;
    b) Minor and Special Maintenance - additional contract payments;
    c) New Maintenance Contracts - extended contract negotiations and assessment process; and
    d) Bridge Maintenance - resurfacing of the Tasman Bridge.
14. A request for additional funds was approved by the Treasurer for $1.183 million for this item with $0.193 million offset by savings in other administered items. The reasons for the increased requirement were:
    a) expenditure for this administered item was $3.860 million in 1996-97 whilst the allocation for 1997-98 was $3.124 million;
    b) fare increases in accordance with movement in the School Bus Index;
    c) an increased number of student trips; and
    d) the above was partially offset by savings in Payments to School Bus Operators: Contract Payments, Conveyance Allowance, and Pensioner, Aged and Unemployed Concessions.
15. An increase in claims made for taxi travel by eligible persons with disabilities occurred. This was offset by savings in the administered item Pensioner, Aged and Unemployed Concessions.
16. Funding for this item was transferred from the Department of Premier and Cabinet as management and accountability for the project fell within Transport. In addition the item was supported by funding from the Commonwealth.
17. Subsequent to budget preparation funds were provided from the Commonwealth for track upgrading, two tourist railways and level crossing and signal improvements. This was part of the agreement following the sale of Tasrail.

Financial Summary for the Year Ended 30 June 1998

	Note	1996-97 Actual $'000	1997-98 Estimate $'000	1997-98 Actual $'000	Variation $'000
EXPENDITURE FROM THE CONSOLIDATED FUND TOWARDS THE COST OF PRODUCING OUTPUTS					
Consolidated Fund Appropriation Act 1997-98					
Recurrent	1	52,231	66,577	66,979	(402)
Capital		89,356	78,886	78,821	65
Total Appropriation Act		141,587	145,463	145,800	(337)
Reserved by Law		52	52	31	21
TOTAL EXPENDITURE		141,639	145,515	145,831	(316)
REVENUE RECEIVED BY THE DEPARTMENT AND PAID INTO THE CONSOLIDATED FUND*					
RECURRENT RECEIPTS					
State Sources					
Y340 Department of Transport - Collections Account	2	1,586	26,252	26,808	556
Y804 Drivers Licences, Motor Registrations & Related Fees	2	23,510	...	...	...
TOTAL RECURRENT RECEIPTS		25,096	26,252	26,808	556
CAPITAL RECEIPTS					
Commonwealth Sources					
L090 National Highway System	3	35,485	28,165	27,735	(430)
TOTAL CAPITAL RECEIPTS		35,485	28,165	27,735	(430)
TOTAL RECEIPTS		60,581	54,417	54,543	126

*Note: Revenue relates to receipts initially processed into the Department's Operating Account, T524 in the Special Deposits and Trust Fund and subsequently transferred to the Consolidated Fund.

Consolidated Fund Transactions for the Year Ended 30 June 1998

Explanation of Significant Variations

1. Expenditure exceeded the estimate for 1997-98 for the following reasons:

   a) a request for additional funds was approved by the Treasurer for $1.183 million for the administered Item School Bus Operators: Route Services with $0.193 million offset by savings in other administered items. The reasons for the increased requirement were:
      - expenditure for this administered item was $3.860 million in 1996-97 whilst the allocation for 1997-98 was $3.124 million;
      - fare increases in accordance with movement in the School Bus Index;
      - an increased number of student trips; and
      - the above was partially offset by savings in Payments to School Bus Operators: Contract Payments, Conveyance Allowance, and Pensioner, Aged and Unemployed Concessions.

   b) funding for the administered item Abt Railway was transferred from the Department of Premier and Cabinet as management and accountability for the project fell within Transport.

   The above was offset by:

   c) a reduction in funding due to the outsourcing of the Bruny Island Ferry Service in late December 1997; and

   d) a reduction in funding due to the non-payment in 1997-98 for PAYE Tax incurred for the final pay (as instructed by Treasury).

2. Transactions relating to Y804 Drivers Licence, Motor Registrations and Related Fees were incorporated into Y340 Department of Transport Collections Account for 1997-98.

   The items with significant variations were:

   (a) increased receipts for drivers licences and photo licence fees;

   (b) higher than anticipated public vehicle licence fees;

   (c) reduced receipts from the Bruny Island Ferry Service as a result of the outsourcing of the service in late December 1997; and

   (d) lower than anticipated miscellaneous receipts.

3. Receipts were lower than the estimate for 1997-98 due to lower than expected expenditure in the Blackspots Program, the funding for which is based on actual expenditure.

Special Deposits And Trust Fund

T524 Department of Transport Operating Account

Statement of Receipts and Expenditure for the Year Ended 30 June 1998

Function and Purpose of Account:

Trust Account T524 records transactions associated with the receipt and expenditure of funds managed by the Department of Transport except for accounts created by legislation and funds which are held in "trust" for a particular purpose.

	Note	1996-97 Actual $'000	1997-98 Actual $'000
OPENING BALANCE		425	1,579
RECEIPTS			
Recurrent Services			
Miscellaneous Recoveries	1	1,843	213
Works Tas. Ex Employees Recovery	2	405	222
Department of Transport Collections			
Bruny Island Ferry Service Fares	3	696	323
Vehicle Inspection Fees		207	166
Public Vehicle Licence Fees		239	245
Information Technology Recoveries		98	75
Vehicle Escort Fees		88	96
Weighbridge Fees		44	24
Registration Fees		16,831	17,256
Registration Duplicates		50	50
Licence Fees	4	3,656	5,111
Cancelled Licence Fees		92	90
MAIB Commission		1,215	1,231
Photo Licence Fees	4	672	832
Registration Plates		393	446
Selected and Custom Plates		110	164
Motor Lists		27	26
Contract Media Sales		61	60
Motor Vehicle Security Interest		215	292
Driving Test Fees		249	272
Miscellaneous Receipts		194	80
National Highway System			
Commonwealth Tied Road Funding	5	29,729	27,735
Other Operating Account Transactions			
Motor Cycle Rider Training Fees	6	322	193
Motor Cycle Rider Training Sale of Equipment		...	47
Fire Service Levy		3,394	3,470
Motor Registry Suspense Account	7	1,341	3,658
Federal Interstate Registration Scheme		43	19
MAIB Premiums	8	64,157	74,272
MAIB Stamp Duty		2,153	2,191
Motor Tax	9	38,134	40,213
Stamp Duty		26,985	27,746

Special Deposits And Trust Fund

T524 Department of Transport Operating Account

Statement of Receipts and Expenditure for the Year Ended 30 June 1998 - CONTINUED

	Note	1996-97 Actual $'000	1997-98 Actual $'000
Rail Infrastructure Fund Grant	10	...	1,386
Road Safety MAIB Grant		1,264	1,283
Other Grants		85	59
RORVL C Fees		126	...
Structural Performance and Initiatives Program		1,043	1,390
Sale of Motor Registry Office, Paterson St		....	200
Miscellaneous		129	157
Approved Inter Year Allocations	11		
Bruny Island Ferry Slip Reserve		50	...
Office of Energy Projects		200	...
Consolidated Fund Appropriation Act 1997-98			
Recurrent Services Expenditure	12	52,231	66,979
Works and Services Expenditure	13	89,356	...
Contribution toward Construction of Streets in Towns by Municipal Councils		52	31
Total Receipts		338,179	278,303
LESS EXPENDITURE			
Recurrent Services			
Salaries and Wages		12,001	12,415
Other Employee Related Expenses		2,393	2,488
Accommodation Related Outgoings		381	220
Advertising & Promotion		142	197
Communication		973	1,244
Consultancies		529	701
Information Technology		1,353	1,671
Rent		1,246	1,285
Travel Expenses		687	887
Other Expenses	14	6,781	2,785
Administered Items		29,036	43,521
Works and Services			
Drawdown of Funds to State Highways Trust Fund (T763)	13	87,802	...
Contribution to Corporate Services	13	1,554	...
Reserved By Law			
R053 - Contribution to Councils for Unmade Streets		52	31

Special Deposits And Trust Fund

T524 Department of Transport Operating Account

Statement of Receipts and Expenditure for the Year Ended 30 June 1998 - CONTINUED

	Note	1996-97 Actual $'000	1997-98 Actual $'000
Other Operating Account Transactions			
Motor Cycle Rider Training	6	512	186
Fire Service Levy		3,367	3,450
Motor Registry Suspense Account	7	1,253	3,614
Federal Interstate Registration Scheme		34	30
Refunds	15	1,935	...
MAIB	8	62,762	73,922
Motor Tax	9	37,212	40,055
MAIB Stamp Duty		2,126	2,187
Stamp Duty		26,359	27,693
Rail Infrastructure Fund Grant	10	...	990
Road Safety MAIB Grant		1,215	1,232
Expenditure against Grants received		103	84
Structural Performance and Initiatives Program	14	...	1,475
RORVL C Payments		126	...
Miscellaneous		225	192
Drivers Licences, Motor Registration and Related Fees			
Refunds		41	31
Approved Inter Year Allocations	11		
Bruny Island Ferry Slip Reserve		...	50
Office of Energy Projects		...	200
Consolidated Fund Revenue			
Department of Transport Collections		1,586	...
Drivers Licences, Motor Registration and Related Fees	16	23,510	26,808
National Highway System	5	29,729	27,735
Total Expenditure		337,025	277,379
CLOSING BALANCE		1,579	2,503

Special Deposits And Trust Fund

T524 Department of Transport Operating Account

Statement of Receipts and Expenditure for the Year Ended 30 June 1998 - CONTINUED

	1996-97 Actual $'000	1997-98 Actual $'000
The closing balance in this account comprises the following components:		
Road Safety Older Driver Research Grant	15	18
Road Safety Research & Evaluation	29	27
Road Safety Pre-Driver Evaluation (NRMA)	7	7
Road Safety Injury Data Base Linkage	3	3
Road Safety Motor Cycle Safety	15	15
Road Safety NCADA First Year Drivers	9	2
Road Safety Young Drink Drivers	2	2
Road Safety Healthy Seniors Initiative	16	6
Road Safety MAIB Grant	...	50
Road Safety Bike Education	...	3
Bicycle Safety Project	2	13
Traffic Management Audible Edgeline Project	(20)	(20)
Authorised Inspection Stations Documentation	27	36
Rail Infrastructure Funds	...	396
Abt Railway Project	...	(21)
Highways Technologies Project	...	10
Motor Cycle Rider Training	36	90
Suspense General	20	(10)
Motor Registry Review	...	50
Motor Registry Advance Floats	(9)	(9)
Motor Vehicle Security Debtors	(1)	(2)
Public Vehicle Licensing Appeal Tribunal Funds	2	1
Motor Registry Suspense	79	125
Deposits Held	7	7
Federal Interstate Registration Scheme	13	2
Fire Service Levy	25	45
MAIB	510	861
Stamp Duty	189	245
Motor Tax	338	496
Office of Energy Special Projects	15	65
MAST Expenses to be Reimbursed	...	(10)
Office of Energy Approved Inter Year Allocation	200	...
Bruny Island Ferry Slip Reserve Approved Inter Year allocation	50	...
	1,579	2,503

Special Deposits And Trust Fund

T524 Department of Transport Operating Account

Statement of Receipts and Expenditure for the Year Ended 30 June 1998 - CONTINUED

Notes

1. In 1997-98 the internal receipt for Information Technology Infrastructure contribution is not recognised.
2. There was a reduction in Works Tasmania employees requiring funding or separation payments.
3. Outsourcing of Bruny Island Ferry Service occurred in late December 1997.
4. Timing impact of 5 year license renewal option profile.
5. A lower level of Commonwealth Funding was approved in 1997-98.
6. Outsourcing of Motor Cycle Rider Training Programme occurred in 1997-98.
7. A higher value of Motor Registry Suspense transactions occurred. This does not have an impact on services provided.
8. There were increases to MAIB premiums over a range of vehicle classes effective from 1 December 1997. Also includes the full year effect of premium changes from 1 December 1996.
9. The growth is due to the full year effect of the increases due to the adoption of NRTC changes from 1 October 1996 and the indexation of the general rates of tax for movements in the CPI index.
10. The provision of a new grant item by the Commonwealth.
11. The Treasurer's approval was not sought to carry forward funds from 1997-98 to 1998-99.
12. The main cause for variation is in relation to Administered Items, in particular the increase in the CSO payment to Metro.
13. Administered directly through T763 in 1997-98.
14. The main variation is due to expenditure under the Structural Performance & Initiatives Program being shown separately in 1997-98.
15. Receipt items in 1997-98 are net of refunds.
16. Transactions relating to Y804 Drivers Licence, Motor Registrations and Related Fees were incorporated into Y340 Department of Transport Collections Account for 1997-98.
    The items with significant variations were:
    (a) increased receipts for drivers licences and photo licence fees;
    (b) higher than anticipated public vehicle licence fees;
    (c) reduced receipts from the Bruny Island Ferry Service as a result of the outsourcing of the service in late December 1997; and
    (d) lower than anticipated miscellaneous receipts.

Special Deposits And Trust Fund

T549 Port Reform Operating Account

Statement of Receipts and Expenditure for the Year Ended 30 June 1998

Function and Purpose of Account:

Trust Account T549 funds the establishment costs and fees of an interim Advisory Board that will review the non-commercial functions of the four major Port Authorities.

	Note	1996-97 Actual $'000	1997-98 Actual $'000
OPENING BALANCE	1	...	(144)
RECEIPTS			
Government Contribution towards Salary Costs		27	207
Total Receipts		27	207
LESS EXPENDITURE			
Salaries		91	63
Operational Costs		80	...
Total Expenditure		171	63
CLOSING BALANCE	2	(144)	...

Notes:

1. The establishment of this overdraft account was approved by the Treasurer in 1996-97 for the purpose of funding the costs and fees of an interim Advisory Board to undertake a review of the non-commercial functions of the four major port authorities prior to the establishment of Marine and Safety Tasmania in 1997-98.
2. The deficit in 1996-97 was cleared by an initial payment from the Govemment Contribution to Marine and Safety Tasmania upon its establishment in 1997-98.

Special Deposits And Trust Fund

T661 Traffic Management Operating Account

Statement of Receipts and Expenditure for the Year Ended 30 June 1998

Function and Purpose of Account:

Trust Account T661 records transactions associated with user pays activities undertaken by the Traffic Management Branch of the Department.

	Note	1996-97 Actual $'000	1997-98 Actual $'000
OPENING BALANCE		(18)	(34)
RECEIPTS			
Cost Recoveries		151	89
Externally Funded Works		...	14
Black Spot Projects	1	...	264
Total Receipts		151	367
LESS EXPENDITURE			
Miscellaneous Project Costs		167	233
Total Expenditure		167	233
CLOSING BALANCE	2	(34)	100

Notes:

1. Approval of Blackspot projects for 1997-98.
2. Carry forward of funds for approved Blackspot projects.

Special Deposits And Trust Fund

T760 Cab and Hire Car Trust Fund

Statement of Receipts and Expenditure for the Year Ended 30 June 1998

Function and Purpose of Account:

Trust Account T760 is an additional area fund for the purposes of the Hobart Taxi Area under Section 14 of the *Taxi Industry Act 1995*.

	Note	1996-97 Actual $'000	1997-98 Actual $'000
OPENING BALANCE		794	839
RECEIPTS			
Interest received		45	46
Transfer and annual levies		...	...
Total Receipts		**45**	**46**
LESS EXPENDITURE			
Expenditure		...	...
Total Expenditure		**...**	**...**
CLOSING BALANCE	1	**839**	**885**

Notes:

1. On 24 July 1995, Part IV of the *Transport Act 1981* relating to the financial provisions of the Transport Commission was repealed and on 1 September 1995 the *Taxi Industry Act 1995* received Royal Assent. Section 14 of the *Taxi Industry Act 1995* provides for the credit balance of T760, which was formerly established and maintained under Section 17B of the *Transport Act 1981*, to become an additional area fund for the purposes of the Hobart Taxi Area. Subject to the provisions of the *Taxi Industry Act 1995* the balance may be applied only in payment for the buy back of existing cab licences or perpetual taxi licences.

Special Deposits And Trust Fund

T763 State Highways Trust Fund

Statement of Receipts and Expenditure for the Year Ended 30 June 1998

Function and Purpose of Account:

Trust Account T763 records all Department of Transport transactions relating to the construction, maintenance and administration of the State's road network.

	Note	1996-97 Actual $'000	1997-98 Actual $'000
OPENING BALANCE		(510)	3
RECEIPTS			
Consolidated Fund Works and Services		87,802	78,821
R053 Contribution to Construction of Unmade Streets in Towns by Municipal Councils- Local Government (Highways) Act 1982	1	52	...
Rail Reform Transition	2	1,027	330
Roads and Jetties Act		681	990
Interstate Road Transport Act	3	100	89
Total Receipts		89,662	80,230
LESS EXPENDITURE			
Road and Bridgeworks			
National Roads	4	33,169	28,143
State Roads		47,825	44,963
Traffic and Road Asset		3,674	3,968
Planning and Development		2,083	1,745
		86,751	78,819
Associated Works			
Jetties and Slipways		747	24
Aerodromes		75	22
Rail Reform Transition		...	1,225
National Road Transport Commission Payments to Councils	5	1,100	...
Local Government Assistance		476	116
		2,398	1,387
Total Expenditure		89,149	80,206
CLOSING BALANCE		3	27

Notes

1. R053 Contribution to Construction of Unmade Streets in Towns by Municipal Councils was paid through T524 as an Administered Item in 1997-98.
2. A reduction in funds received from the Commonwealth Government as part of the Rail Reform Transition Program.
3. Funding was provided by the Commonwealth Government in accordance with the provisions of the *Interstate Roads Transport Act 1988*.
4. The Commonwealth approved a lower level of funding in 1997-98.
5. National Road Transport Commission payments to Councils were paid through T524 as an Administered Item in 1997-98.

Special Deposits And Trust Fund

T800 Burnie Taxi Area Trust Fund

Statement of Receipts and Expenditure for the Year Ended 30 June 1998

Function and Purpose of Account:

To record transactions in the Burnie Taxi Area as prescribed in the *Taxi Industry Act 1995*.

	Note	1996-97 Actual $'000	1997-98 Actual $'000
OPENING BALANCE		...	2.1
RECEIPTS			
Licence Conversion Fee		2.1	0.1
Total Receipts		**2.1**	**0.1**
LESS EXPENDITURE			
Total Expenditure		**...**	**...**
CLOSING BALANCE	1	**2.1**	**2.2**

Note:

1. Sections 12 and 13 of the *Taxi Industry Act 1995* provide for separate funds to be established for the administration of the provisions of the Act in relation to each taxi area in Tasmania as specified in the Regulations. T800 was established in 1995-96 for the purposes of the Burnie Taxi area.

Special Deposits And Trust Fund

T801 Taxi Industry General Administration Fund

Statement of Receipts and Expenditure for the Year Ended 30 June 1998

Function and Purpose of Account:

To record transactions relating to the general administration of the *Taxi Industry Act 1995*.

	Note	1996-97 Actual $'000	1997-98 Actual $'000
OPENING BALANCE		(10.0)	(13.0)
RECEIPTS			
Annual Fees		55.0	84.6
Total Receipts		**55.0**	**84.6**
LESS EXPENDITURE			
Administration expenses		58.0	71.3
Total Expenditure		**58.0**	**71.3**
CLOSING BALANCE	1	**(13.0)**	**0.3**

Note:

1. Section 15 of the *Taxi Industry Act 1995* provides for the establishment of a separate fund which is to be credited with the annual fees payable for perpetual taxi licences against which the general administration costs associated with the *Taxi Industry Act 1995* are to be charged. T801 was established in 1995-96 for this purpose.

Special Deposits And Trust Fund

T802 Hobart Taxi Area Trust Fund

Statement of Receipts and Expenditure for the Year Ended 30 June 1998

Function and Purpose of Account:

To record transactions in the Hobart Taxi Area as prescribed in the *Taxi Industry Act 1995.*

	Note	1996-97 Actual $'000	1997-98 Actual $'000
OPENING BALANCE		...	16.4
RECEIPTS			
Licence Conversion Fees		16.4	4.5
Total Receipts		16.4	4.5
LESS EXPENDITURE			
Total Expenditure		...	...
CLOSING BALANCE	1	16.4	20.9

Note:

1. Sections 12 and 13 of the *Taxi Industry Act 1995* provide for separate funds to be established for the administration of the provisions of the Act in relation to each taxi area in Tasmania as specified in the Regulations. T802 was established in 1995-96 for the purposes of the Hobart Taxi area.

Special Deposits And Trust Fund

T803 Launceston Taxi Area Trust Fund

Statement of Receipts and Expenditure for the Year Ended 30 June 1998

Function and Purpose of Account:

To record transactions in the Launceston Taxi Area as prescribed in the *Taxi Industry Act 1995.*

	Note	1996-97 Actual $'000	1997-98 Actual $'000
OPENING BALANCE		...	9.0
RECEIPTS			
Licence Conversion Fees		9.0	0.1
Total Receipts		9.0	0.1
LESS EXPENDITURE			
Total Expenditure		...	...
CLOSING BALANCE	1	9.0	9.1

Note:

1. Sections 12 and 13 of the *Taxi Industry Act 1995* provide for separate funds to be established for the administration of the provisions of the Act in relation to each taxi area in Tasmania as specified in the Regulations. T803 was established in 1995-96 for the purposes of the Launceston Taxi area.

Special Deposits And Trust Fund

Other Taxi Area Trust Funds

Statement of Receipts and Expenditure for the Year Ended 30 June 1998

Function and Purpose of Account:

To record transactions in the relevant Taxi Areas as prescribed in the *Taxi Industry Act 1995.*

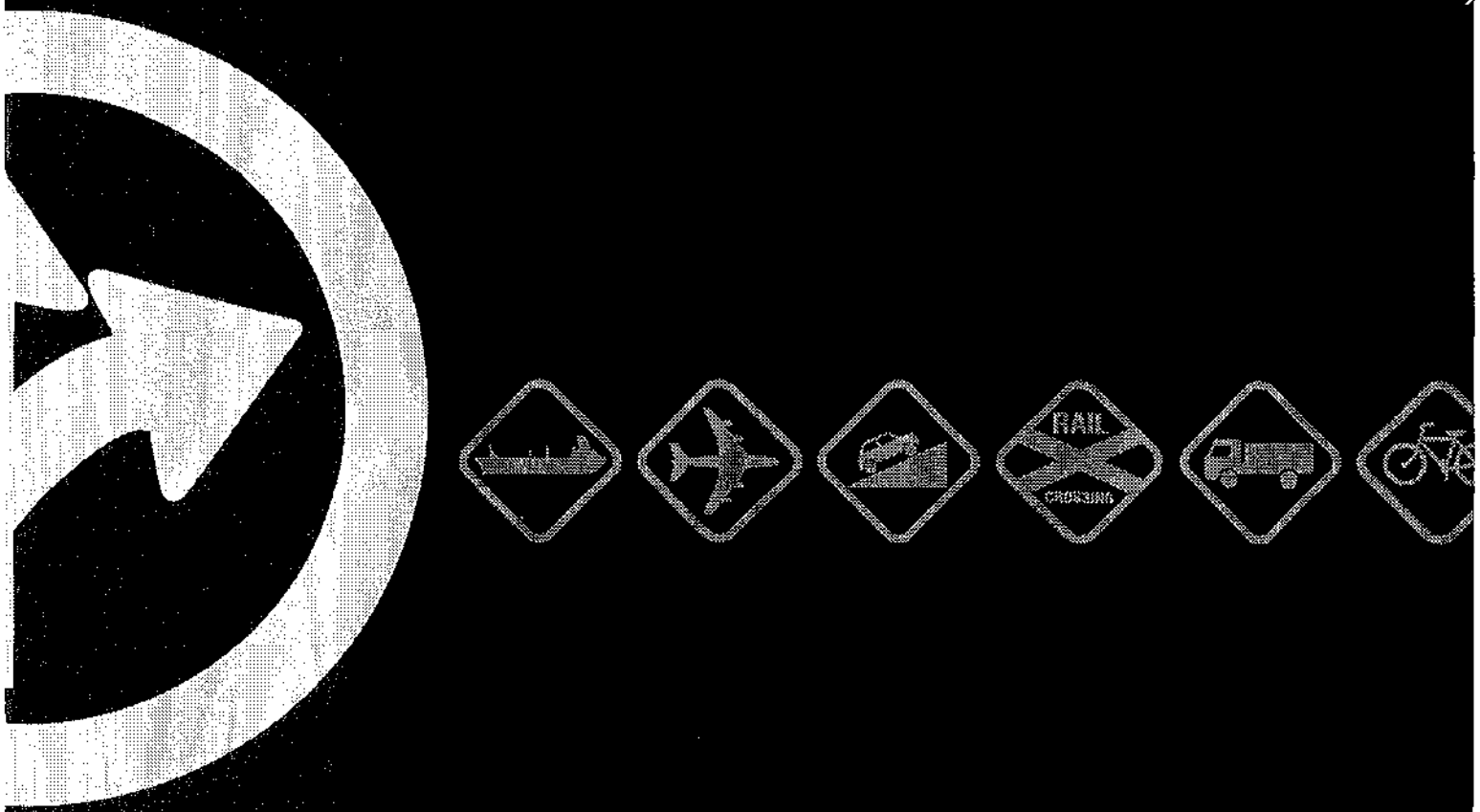
Taxi Area Trust Fund	Note	Opening Balance $'000	1997-98 Actual Receipts $'000	1997-98 Actual Expenditure $'000	Closing Balance $'000
T811 New Norfolk		...	0.9	...	0.9
T812 Perth		...	0.4	...	0.4
T813 George Town		...	0.5	...	0.5
T410 Meander		...	0.2	...	0.2
T411 Break O'Day		...	0.2	...	0.2
T412 Circular Head		...	0.5	...	0.5
T413 West Tamar		...	0.2	...	0.2
T414 Penguin		...	0.2	...	0.2
T415 Huon Valley		...	0.3	...	0.3
T416 Dorset		...	0.2	...	0.2
T417 King Island		...	0.1	...	0.1
T418 Flinders Island		...	0.1	...	0.1
T419 West Coast		...	0.7	...	0.7
T420 Tasman		...	0.1	...	0.1
T421 Devonport		...	2.2	...	2.2
T422 Ulverstone		...	0.7	...	0.7
	1 & 2	...	7.5	...	7.5

Notes:

1. Sections 12 and 13 of the *Taxi Industry Act 1995* provide for separate funds to be established for the administration of the provisions of the Act in relation to each taxi area in Tasmania as specified in the Regulations. The above funds were established in 1997-98 and as such there is no comparative data.
2. All receipts are Licence Conversion Fees.

Public Accounts
Accrual Statements

30 June 1998



Public Accounts - Accrual Statements

Operating Statement for the Year Ended 30 June 1998

	Note	1997-98 $'000	1996-97 $'000
OPERATING EXPENSES			
Salaries and wages		23,586	22,741
Employee entitlements	20	23	383
Depreciation	5	15,417	20,534
Doubtful debts	10	6	30
Other	6	46,425	57,276
TOTAL COST OF SERVICES		**85,457**	100,964
OPERATING REVENUES			
User fees and charges	7	472	1,353
Other revenues	7	4,325	4,214
TOTAL OPERATING REVENUES		**4,797**	5,567
NET COST OF SERVICES		**(80,660)**	(95,397)
REVENUES FROM GOVERNMENT	3		
Recurrent appropriation		23,458	23,194
Capital appropriation		78,821	88,206
Net revenues from road infrastructure transfers		...	420
TOTAL REVENUES FROM GOVERNMENT		**102,279**	111,820
NET LOSS FROM DISPOSAL OF NON-CURRENT ASSETS	7	**(264)**	42
NET REVENUE/(LOSS) FROM RESTRUCTURING	8	**(10,889)**	...
ABNORMAL ITEMS	8	**(10,614)**	...
CHANGE IN NET ASSETS RESULTING FROM OPERATIONS		**(148)**	16,465

Public Accounts - Accrual Statements

Statement of Administered Expenses and Revenues for the Year Ended 30 June 1998

	Note	1997-98 $'000	1996-97 $'000
EXPENSES	9		
Transfer payments		202,916	195,712
Grants, subsidies and loans		43,608	30,243
Interim Marine Advisory Board		63	171
Refund of motor vehicle registrations and drivers licence fees		31	41
Taxi industry general administration		65	58
Doubtful debts		3	...
Other		3,603	...
TOTAL ADMINISTERED EXPENSES		**250,289**	**226,225**
REVENUES	9		
Appropriation		43,552	30,239
Fees and charges		26,773	25,178
For transfer		177,056	171,777
Interim Marine Advisory Board		207	27
Cab and Hire Car trust funds		143	127
Other		3,614	4
TOTAL ADMINISTERED REVENUES		**251,345**	**227,352**

Public Accounts - Accrual Statements

Statement of Financial Position as at 30 June 1998

		Note	1997-98 $'000	1996-97 $'000
CURRENT ASSETS				
Cash on hand and deposit accounts		14	522	407
Receivables		10	149	1,591
Other		11	728	424
TOTAL CURRENT ASSETS			**1,399**	**2,422**
NON-CURRENT ASSETS				
Receivables	416	10	270	275
Plant and Equipment		12	5,532	7,456
Land and Buildings		12	10,150	10,065
Road Infrastructure		12	2,677,977	2,676,658
Other Infrastructure		12	9,517	9,965
TOTAL NON-CURRENT ASSETS			**2,703,446**	**2,704,419**
TOTAL ASSETS			**2,704,845**	**2,706,841**
CURRENT LIABILITIES				
Cash on hand and deposit accounts		14	...	1,238
Payables		17	3,992	3,177
Employee entitlements		20	2,839	2,857
TOTAL CURRENT LIABILITIES			**6,831**	**7,272**
NON-CURRENT LIABILITIES				
Employee entitlements		20	4,263	4,222
TOTAL NON-CURRENT LIABILITIES			**4,263**	**4,222**
TOTAL LIABILITIES			**11,094**	**11,494**
EQUITY		13		
Accumulated surplus			2,693,728	2,692,655
Asset revaluation reserve			23	2,692
TOTAL LIABILITIES AND EQUITY			**2,704,845**	**2,706,841**

Public Accounts - Accrual Statements

Statement of Administered Assets and Liabilities as at 30 June 1998

	Note	1997-98 $'000	1996-97 $'000
ADMINISTERED ASSETS AND LIABILITIES			
ADMINISTERED CURRENT ASSETS			
Cash on hand and deposit accounts	14	3,049	1,214
Receivables	10	65	1,930
Prepayments		...	28
TOTAL ADMINISTERED CURRENT ASSETS		**3,114**	**3,172**
ADMINISTERED NON-CURRENT ASSETS			
Receivables	10	5	...
Investments	12	72,316	...
TOTAL ADMINISTERED NON-CURRENT ASSETS		**72,321**	**...**
TOTAL ADMINISTERED ASSETS		**75,435**	**3,172**
ADMINISTERED CURRENT LIABILITIES			
Payables	17	95	1,227
Funds to be transferred	17	3,024	1,945
Loan Liability	21	1,270	498
TOTAL ADMINISTERED CURRENT LIABILITIES		**4,389**	**3,670**
ADMINISTERED NON-CURRENT LIABILITIES			
Loan Liability	21	275	339
TOTAL ADMINISTERED NON-CURRENT LIABILITIES		**275**	**339**
TOTAL ADMINISTERED LIABILITIES		**4,664**	**4,009**

Public Accounts - Accrual Statements

Statement of Cash Flows for the Year Ended 30 June 1998

	Note	1997-98 $'000 Inflows (Outflows)	1996-97 $'000 Inflows (Outflows)
CASH FLOWS FROM OPERATING ACTIVITIES			
Payments			
Salaries and wages		(23,354)	(22,741)
Other		(47,671)	(57,118)
Receipts			
User fees and charges		472	1,353
Other		4,528	4,025
NET CASH USED IN OPERATING ACTIVITIES	**15**	**(66,025)**	**(74,481)**
CASH FLOWS FROM INVESTING ACTIVITIES			
Receipts from disposal of assets	7	580	161
Payments for purchase of non-current assets	16	(36,719)	(36,575)
NET CASH USED IN INVESTING ACTIVITIES		**(36,139)**	**(36,414)**
CASH FLOWS FROM GOVERNMENT			
Receipts from appropriation:			
Recurrent		23,458	23,031
Capital		78,821	87,131
NET CASH PROVIDED BY GOVERNMENT		**102,279**	**110,162**
Net increase (decrease) in cash held		115	(733)
Cash at the beginning of the year	14	407	(98)
CASH AT THE END OF THE YEAR	**14**	**522**	**(831)**

Output Schedule

Department's Expenses and Revenues and Schedule of Administered Expenses and Revenues for the Reporting Period Ended 30 June 1998

OUTPUT GROUP	1 $'000	2 $'000	3 $'000	4 $'000	5 $'000	6 $'000	92 $'000	GENERAL $'000	TOTAL $'000	1996-97 $'000
EXPENSES AND REVENUES										
EXPENSES										
Salaries and Related Expenses	1,719	2,253	3,490	5,203	2,883	436	7,602	...	23,586	22,741
Employee Entitlements	2	2	4	5	3	...	7	...	23	383
Doubtful Debts	...	...	...	...	5	...	1	...	6	30
Depreciation	13	36	62	141	1,128	10	14,027	...	15,417	20,534
Other Accommodation Related	9	35	58	65	30	2	280	...	479	552
Advertising and Promotion	18	548	15	42	37	11	27	...	698	733
Communications	56	69	432	483	157	17	101	...	1,315	1,223
Consultancies	258	108	393	329	52	23	4,295	...	5,458	4,989
Information Technology	169	356	175	471	427	40	619	...	2,257	2,158
Rent	691	60	133	219	127	71	466	...	1,767	1,818
Travel and Transport	97	153	87	395	197	68	599	...	1,596	1,456
Other	95	1,237	807	676	576	336	29,128	...	32,855	44,347
Net Loss from Restructuring	...	...	...	...	...	...	10,889	...	10,889	...
Abnormal Items	59	132	219	370	161	49	9,624	...	10,614	...
TOTAL	**3,186**	**4,989**	**5,875**	**8,399**	**5,783**	**1,063**	**77,665**	**...**	**106,960**	**100,964**
1996-97 TOTAL	**2,729**	**4,586**	**5,073**	**7,918**	**6,450**	**605**	**73,189**	**414**	**100,964**	
REVENUES										
Government	3,091	3,394	4,718	7,000	4,475	780	78,821	...	102,279	111,820
User fees and charges	1	1	195	2	105	...	168	...	472	1,353
Disposal of Non-Current Assets	1	(42)	(42)	22	2	2	(207)	...	(264)	42
Other	18	1,456	642	1,085	276	81	767	...	4,325	4,214
TOTAL	**3,111**	**4,809**	**5,513**	**8,109**	**4,858**	**863**	**79,549**	**...**	**106,812**	**117,429**
1996-97 TOTAL	**2,672**	**4,465**	**4,705**	**7,825**	**5,847**	**901**	**90,604**	**410**	**117,429**	
REVENUES LESS EXPENSES 1997-98	**(75)**	**(180)**	**(362)**	**(290)**	**(925)**	**(200)**	**1,884**	**...**	**(148)**	
REVENUES LESS EXPENSES 1996-97	**(57)**	**(121)**	**(368)**	**(93)**	**(603)**	**296**	**17,415**	**(4)**	**16,465**	

Output Schedule

Department's Expenses and Revenues and Schedule of Administered Expenses and Revenues for the Reporting Period Ended 30 June 1998

OUTPUT GROUP	1 $'000	2 $'000	3 $'000	4 $'000	5 $'000	6 $'000	92 $'000	GENERAL $'000	TOTAL $'000	1996-97 $'000
ADMINISTERED EXPENSES AND REVENUES										
ADMINISTERED EXPENSES										
Transfer Payments								202,916	202,916	195,712
Grants, Subsidies and Loans								43,608	43,608	30,243
Interim Marine Advisory Board								63	63	171
Refund of Reg. & Licence fees								31	31	41
Taxi Industry General Admin.				65					65	58
Doubtful Debts								3	3	...
Other								3,603	3,603	...
TOTAL	...	...	...	**65**	...	...	...	**250,224**	**250,289**	**226,225**
ADMINISTERED REVENUES										
Appropriation								43,552	43,552	30,239
Fees and Charges								26,773	26,773	25,178
For Transfer								177,056	177,056	171,777
Interim Marine Advisory Board								207	207	27
Cab and Hire Car Trust Funds				143					143	131
Other								3,614	3,614	...
TOTAL	...	...	...	**143**	...	...	...	**251,202**	**251,345**	**227,352**

Public Accounts - Accrual Statements

Notes to and forming part of the Financial Statements for the Year Ended 30 June 1998

1. Objectives and Funding

The Department's objective is to ensure a safe, reliable, efficient and accessible transport system for users.

The Department is predominantly funded by parliamentary appropriations. The following are the main services provided by the Department on a fee-for-service basis:

- Registration and transfer of vehicle ownership;
- Collection of Motor Accident Insurance Board premiums;
- Issue of photo licences;
- Issue of motor lists;
- Issue and renewal of drivers' licences;
- Contract media sales;
- Issue of personalised and custom plates;
- Vehicle inspections;
- Licensing of public vehicles;
- Vehicle escorts; and
- Weighbridge infringement enforcement.

The fees charged are determined by government directives or legislation. The financial report encompasses all Funds through which the Department controls resources to carry on its functions.

In the process of preparing accrual-based reports for the Department as a single entity, all intra-entity transactions and balances have been eliminated.

2.Significant Account Policies

(a) Basis of accounting

The financial statements have been prepared in accordance with the Treasurer's Instructions issued under the provisions of the *Financial Management and Audit Act 1990.* For activities financed through the Public Account, selected statements have been prepared on a cash basis of accounting. These statements comprise a Summary of Financial Transactions, a Summary of Consolidated Fund Transactions and a statement for each account in the Special Deposits and Trust Fund administered by the Department.

Other statements in respect of the total activities of the Department have been prepared on an accrual basis in accordance with the Treasurer's Instructions and applicable Australian Accounting Standards. Collectively these financial statements comprise the Department's general purpose financial reports. They have been prepared using historical cost accounting, with the exception that non-current physical assets are valued at their current value to the Department, determined by reference to the asset's deprival value.

Administered assets, liabilities, expenses and revenues are those which government requires the Department to administer on its behalf, but which are not controlled by the Department in carrying out its functions. The assets do not render any service potential or future economic benefits to the Department, the liabilities do not require the future sacrifice of service potential or future economic benefits of the Department and the expenses and revenues are not attributable to the Department.

(b) Appropriations

Recurrent and capital appropriations are recognised as revenues in the period in which the Department gains control of the appropriated funds.

(c) Valuation of non-current assets

Valuation of assets is based on the deprival value of assets in accordance with the Department of Treasury and Finance publication "Guidelines for the Recording, Valuation and Reporting of Non-Current Physical Assets in Tasmanian Government Departments" except for Road Infrastructure, Bridge Infrastructure and Land Under Roads and Within Road Reserves.

Road Infrastructure

The Roads Infrastructure valuation is based on replacement value written down to reflect present condition where this is not 'as new'. Valuation occurs annually based on road condition surveys conducted in February/March of each financial year.

Road replacement cost is based on a unit rate per square metre of road carriageway area. This rate is then adjusted to reflect the additional factors, which contribute significantly to the replacement cost. These factors are as follows:

- type of terrain;
- land use;
- traffic volumes; and
- National Highway as the Commonwealth Government demands a higher standard.

The relative importance of each factor is determined by a statistical analysis of recent road construction project costs.

The road replacement cost gives the cost to provide a new road of the existing standard.

Bridge Infrastructure

Bridge valuations have been based on replacement values calculated from base unit rates for different bridge types. No provision has made for upgrading to current geometric or hydraulic standards. Anticipated lives have been assumed for different classes of structures as follows:

Class of Structure	Anticipated Life (Years)
Steel, Concrete	70
Timber	25
T-Beam	50
Historic	250
Major Structures	100

The major structures are the Tasman, Bowen, Batman and Paterson Bridges, which are expected to have a longer life.

Reduced lives have been adopted where structures are temporary or in poor condition.

The methodology for valuing bridge assets is currently being reviewed, and is expected to be incorporated into next year's valuation process.

Land Under Roads and Within Road Reserves

Land under roads and within road reserves is valued at the Valuer-General's average rateable value per hectare for the urban and non-urban sectors in each Local Government area. Average rateable value per hectare is supplied by the Valuer-General and is based on adjacent land use type.

Property Acquired for Roadworks

Expenditure on the acquisition of land and buildings acquired for roadworks is recognised in the accounts at settlement date and is capitalised until such time as formal possession of the property takes place for the purpose of commencing construction on the roadway.

Three methods of valuation for property and land purchased for infrastructure purposes are used by the Department of Transport which are:

- Valuer-General Sale Valuation. A sale valuation is obtained from the Valuer-General for properties that are intended to be sold in the near future. In most cases, these are the pieces of property that are left over as a result of the completion of a road construction project.
- Valuer-General Rates Valuation. Relevant for properties held, mostly for future roadwork purposes, and the rates valuation is considered to be a reasonable valuation of that property.
- Department of Transport Valuation. This valuation is applied to properties that remain as a result of completion of the relevant road construction project, where the Valuer-General valuation is considered inappropriate. Due to factors such as non-accessibility, usefulness of land and marketability, the true value of a property may be close to zero when accounting for disposal costs, or in any case, significantly lower than the Valuer-General's valuation.

State Owned Corporations (Administered Asset)

Investments in commercial enterprises are carried at the lower of cost or an estimate of the recoverable amount. In the case of State Owned Corporations recoverable amount is based upon the net equity of the company at the last reporting period or actual market value, and in other cases upon the estimated market value of the investment.

Capitalisation Threshold

The asset capitalisation threshold adopted by the Department is $5,000. Assets valued at less than $5,000 will be charged to the Operating Statement in the year of purchase.

Revaluations

Assets are revalued at least once in every 5 years with the following exceptions:

- plant and equipment having a cost or revaluation less than the threshold of $50,000;
- land and buildings that are to be utilised for future roadworks;
- land remaining after the completion of the relevant roadworks project which is regarded as non-saleable due to limited or no access etc; and
- transport infrastructure which is revalued annually based upon condition surveys conducted in February/March each year.

Assets are grouped on the basis of having a similar nature or function in the operations of the Department.

Including the Bruny Island Ferry, Mirambeena which is operated by North West Shipping Pty Ltd, the recoverable amount test is not applicable to the Department of Transport as its non-current assets are not held for the purpose of generating net cash inflows from services provided by the Department.

Residual values for non-current assets are not reported, as the assets are fully written off over their useful lives in accordance with Australian Accounting Standard AAS4 Depreciation of Non-Current Assets and the Department's depreciation policy in Note 2(d).

Those assets, which are restricted by government directives or legislation, are disclosed in the Statement of Financial Position as administered assets. The restriction on these assets includes the inability of the Department of Transport to benefit from the asset in the pursuit of its objectives, and to deny access of others to that benefit.

(d) Depreciation of non-current assets

All non-current assets having a limited useful life are systematically depreciated over their useful lives in a manner that reflects the consumption of their service potential. Depreciation on assets other than transport infrastructure is provided for on a straight-line basis using the following rates which are reviewed annually:

	Depreciation Rate Per Annum
Traffic Signal Facilities	
Above and below ground	3%
Electronics	5%
Buildings	5%
Electrical and Office Equipment	20%
Technical Equipment	20%
Plant	10%
Computer Hardware	33%
Computer Software	33%
Motor Vehicles	20%
Marine Vessels and Equipment	5%

Road Infrastructure

Road assets have a limited useful life and are systematically depreciated over their useful lives in a manner which reflects the consumption of service potential embodied in those assets.

As the stock of roads varies in age and condition, provision is made to depreciate the replacement value based on pavement condition. This is calculated using the financial optimisation section of the Pavement Management System (PMS).

PMS looks for the cheapest way to achieve defined condition outcomes which involves taking the road network from present condition to near perfect in one year. It does this by linking condition states, appropriate treatments and treatment costs. The cost of undertaking this is used as the accumulated depreciation from the replacement cost.

Bridge Infrastructure

Bridges are depreciated systematically over their useful life having regard to their unique rate of deterioration. Bridge values are depreciated parabolically to reflect the greater depreciation towards the end of bridge's life, i.e.:

Present Value = Replacement Cost * (1-(age/life)^2)

(e) Employee entitlements

Employee entitlements include entitlements to wages and salaries, annual leave, sick leave, long service leave and superannuation benefits.

Liabilities for wages and salaries and annual leave are recognised, and are measured as the amount unpaid at the reporting date at current pay rates in respect of employees' services up to that date. The liability for sick leave is not material and has not been recognised.

A liability for long service leave is recognised, and is measured as the present value of expected future payments to be made in respect of services provided by employees up to the reporting date. Consideration is given, when assessing expected future payments, to expected future wage and salary levels plus on costs, experience of employee departures and periods of service. On-costs include payroll tax and employer superannuation contributions and exclude workers' compensation premiums and fringe benefits tax. Expected future payments are discounted using interest rates attaching, as at the reporting date, to Commonwealth Govemment guaranteed securities with terms to maturity that match, as closely as possible, the estimated future cash outflows.

A superannuation provision is maintained in the Special Deposits and Trust Fund for all departments. During the reporting period, the Department paid to the provision, eleven (11) per cent of salary in respect of contributory members and the appropriate Superannuation Guarantee Charge in respect of non-contributors. Under these arrangements the Department has no further superannuation liability for the past service of its employees.

(f) Leases

It is not the practice of the Department of Transport to enter into finance leases.

The Department has entered into a number of operating lease agreements for computer and office equipment where the lessors effectively retain all of the risks and benefits incident to ownership of the items held under the operating leases. Equal instalments of the lease payments are charged to the Operating Statement over the lease term as this is representative of the pattem of benefits to be derived from the leased property.

(g) Doubtful Debts

The provision for doubtful debts represents the amount set aside against receivables to reflect the portion which the Department of Transport estimates will not be recovered. The provision disclosed in the financial statements relates to specific items known to be doubtful.

(h) Cash

Cash is measured at nominal amounts and is also the net fair value. The interest rate applicable at 30 June 1998 ranged up to 4.5%. Exposure to interest rate and credit risks is considered to be minimal.

(i) Receivables

Receivables are normally settled within 30 days. The ability to collect debts is assessed at balance date and specific provision made for any doubtful debts.

(j) Payables

Liabilities are recognised for amounts to be paid in the future for goods and services received. Payables are normally settled within 30 days. The net fair value of payables is the nominal amount.

Public Accounts - Accrual Statements

Notes to and forming part of the Financial Statements for the Year Ended 30 June 1998

3. Appropriations

(a) Compliance with externally-imposed financial directives

	1997-98			1996-97		
	Appropriation $'000 Original	Appropriation $'000 Total	Expenditure $'000	Appropriation $'000 Original	Appropriation $'000 Total	Expenditure $'000
Recurrent Services	66,577	67,176	66,979	51,859	52,279	52,231
Works and Services	78,886	78,821	78,821	81,185	89,356	89,356
Other	52	52	31	52	52	52
TOTAL	**145,515**	**146,049**	**145,831**	**133,096**	**141,687**	**141,639**

(b) Reconciliation of appropriations to government revenues

	1997-98 $'000	1996-97 $'000
Total Appropriations	145,831	141,639
Appropriations not recognised in the Operating Statement:		
Transfer Payments	(43,552)	(30,239)
Net Cash From Government	102,279	111,400
Other Government Revenues:		
Net road infrastructure transfers to and from Local Government		420
Total Government Revenues	**102,279**	**111,820**

(c) Transfer payments

The Department is responsible for transfers to eligible beneficiaries consistent with the requirements of the *Consolidated Fund Appropriation Act 1997-1998*. The Department does not control amounts for transfer, but it acts only as an agent. Consistent with the requirements of the *Consolidated Fund Appropriation Act 1997-1998* during the reporting period the Department received and transferred $43.552 million (1996-1997, $30.239 million) (also see note 9).

(d) Material variances

For explanations of significant variations refer to the Public Account - Cash Statements.

4. Outputs of the Department

(a) Department's outputs

Information about the Department's Outputs and the expenses and revenues that are reliably attributable to those Outputs is set out in the Output Schedule. Information about expenses and revenues administered by the Department is given in the schedule of Administered Expenses and Revenues (see also note 9).

(b) Output summary

In recent years, the Department of Transport has committed itself to clarifying the role of the transport system, identifying the outcomes the community seeks from that system and comprehensively reporting on its performance.

The transport system is important to the economic, social and environmental well being of the State and it is important that its performance is clearly benchmarked to ensure interventions in the system make it work better. Much of the work done has been in conjunction with AUSTROADS, an association of Government road agencies from Australia and New Zealand.

The Department's overriding objective is to improve outcomes for its clients and provide value for money for taxpayers.

Output Group 1: Transport Policy Advice and Planning

The main objective of this Output Group is to support the broader strategic policy objectives of the Government. These objectives are being increasingly shaped by progress towards the development of consistent regulations between jurisdictions and activities from a national perspective, and moves towards the adoption of international best practice processes and techniques.

The Outputs relate to the ongoing development and/or review of passenger, freight and transport system policies and the development of strategies to enhance the economic development of the State in a sustainable manner.

These Outputs are focused on providing the Minister and Govemment with policies to enhance the State's transport efficiency.

Output Group 2: The Safe Use of Roads

This Output Group covers the work of the Department in promoting the safe and efficient movement of all traffic, both pedestrian and vehicular, on the Tasmanian road system.

The main Outputs within the Group relate to the provision of safety interventions on the local road network, road safety education through community and school based education programs and the conduct of advertising and intervention campaigns.

Output Group 3: Licensing and Monitoring of Transport System Users

The focus of this Output Group is the improvement of safety by ensuring transport system users meet consistent national standards.

The major outputs of this Output Group relate to driver testing and the licensing of drivers. A further aspect of the Output Group is the maintenance of transport system user information and statistics including donor organ program records and driver demerit points details.

Output Group 4: Management of Transport Modes

Outputs in this Group reflect the Department's statutory responsibilities for maintaining a safe and efficient transport system.

In delivering Outputs included in this Group, the Department is responsible for the administration of appropriate vehicle standards, traffic regulations, heavy vehicle loading requirements and public vehicle safety standards. This Output Group also includes the registration of private and commercial vehicles.

Output Group 5: Provisions of Transport Services within Transport System

The main focus of this Output Group is to optimise access to transport services consistent with the Govemment's objectives. The major Outputs relate to the administration of student transport assistance and subsidies to clients including the unemployed, pensioners and people with disabilities. The provision of the Bruny Island Ferry Service is also an Output of this Group, as is ensuring the safety of transport systems users by providing services such as traffic signal maintenance and monitored pedestrian crossings within the community.

Output Group 6: Provisions of Energy Advisory and Regulatory Services

This Output Group covers the work of the Office of Energy Planning and Conservation. The Outputs within the Group relate to the provision of policy advice on energy issues and the regulation of participants, including consumers, in Tasmania's electricity industry.

Capital Investment Program: Roads Program

The major focus of the Roads Program in 1997-98 was the development and maintenance of roads and bridges consistent with the Government's priorities. Major aspects of the Program related to the development and delivery of a capital and maintenance works roads program for the National Highway and State Arterial Network and the development of strategies and priority assessments to preserve the road asset and infrastructure.

(c) Key Performance Measures

Performance information for the Department is continuing to be developed, monitored and reported with the intention of producing information that will enhance the delivery of future goods and services. Key indicators of performance in repect of the above Output Groups are disclosed under each Output Group section in the Annual Report.

Notes to and forming part of the Financial Statements for the Year Ended 30 June 1998

5. Depreciation Expense

Depreciation expense for the reporting period was charged in respect of:

	1997-98 $'000	1996-97 $'000
Plant and Equipment	123	112
Motor Vehicles	54	24
Marine Vessels and Equipment	328	333
Traffic Signal Installations	668	650
Buildings	100	87
Aerodromes	4	4
Computer Equipment	249	865
Road Infrastructure	13,891	18,459
TOTAL DEPRECIATION	**15,417**	**20,534**

6. Other Expenses

Other expenses for the reporting period include:

	1997-98 $'000	1996-97 $'000
Other Accommodation Related Outgoings	479	552
Rental of premises and rates	1,767	1,818
Advertising and Promotion	698	733
Communications and postage	1,315	1,223
Consultants	5,453	4,989
Information technology costs	2,257	2,158
Travel and Transport	1,596	1,456
Other	32,855	44,347
TOTAL OTHER EXPENSES	**46,425**	**57,276**

7. Revenues

(a) User fees and charges

Revenues include the proceeds from user fees and charges which are controlled by the Department. The following are the main services provided by the Department on a fee-for-service basis:

- motor cycle rider training fees;
- contributions to installation and rehabilitation of traffic signal sites from Councils;
- recovery of damages to road infrastructure and traffic signal sites;
- property searches;
- material related laboratory tests;
- material testing equipment hire;
- sale of standards specifications and documents; and
- rent from lease of premises.

Motor cycle rider training fees are determined by legislation. The other fees charged are determined with relation to cost recovery and take account of prevailing market forces. The financial report encompasses all Funds through which the Department controls resources to carry on its functions.

(b) Proceeds from sale of goods and services

Proceeds from the sale of goods and services are recognised as revenues as they are controlled by the Department and can be deployed for the achievement of its objectives. They are not required to be paid to the Consolidated Fund.

(c) Restrictions on contributions received

The Department received contributions totalling $1.383 million as follows:

Contributor	Amount $	Purpose
Motor Accidents Insurance Board	1,264,000	Grant for Road Safety Taskforce
Motor Accidents Insurance Board	9,125	Grant for road safety - young drink drivers research
Royal Automobile Club of Tasmania	16,580	Grant for Road Safety Taskforce
John Nettlefold Nominees	1,000	Grant for Road Safety Taskforce
City of Hobart	2,000	Bicycle safety project grant
Department of Environment and Land Management	300	Bicycle safety project grant
Department of Education, Community and Cultural Development	9,000	Bicycle safety project grant
Department of Community and Health Services	3,050	Grant for bike education
Commonwealth Department of Health and Family Services	15,500	Grant for road safety - healthy seniors initiative
National Roads and Motorists Association	7,000	Grant for pre-driver evaluation
Glenorchy City Council	55,000	Funds in relation to Traffic Signals work at Main Road/Terry Road

As at 30 June 1998, $0.152 million of these contributions which have been recognised as revenues in the Operating Statement are yet to be spent in the manner specified by the contributor.

(d)Net revenues from disposal of assets

During 1997-98 the following assets were disposed:

	1997-98 Sale Price $'000	1997-98 Net Profit/(Loss) $'000	1996-97 Sale Price $'000	1996-97 Net Profit/(Loss) $'000
Plant & Equipment	1	1	...	...
Motor Vehicles	83	25	6	6
Buildings	34	(137)	...	...
Land Holdings (various)	220	(70)	...	...
Computer Equipment	20	13	30	30
Land Under Buildings	222	(70)	...	...
Marine Vessels and Equipment	...	...	125	6
TOTAL	**580**	**(264)**	**161**	**42**

8. Net Loss from Restructuring Arrangements and Abnormal Items

(a)Net loss from restructuring of administrative arrangements

As a result of a restructuring of administrative arrangements, the Department relinquished its control of jetties and slipways to Marine and Safety Tasmania (MAST). These assets were previously associated with Output Group 92.

Assets transferred to MAST are at the carrying value of those assets in the Department of Transport's Statement of Financial Position immediately prior to the transfer.

(b)Abnormal Items

	1997-98 $'000	1996-97 $'000
Road Infrastructure - Revaluation Decrement	8,284	...
Road Infrastructure Write-Down	1,116	...
Computer Asset Write-Down	1,214	...
TOTAL ABNORMAL ITEMS	**10,614**	**...**

The Road Infrastructure write-down mainly relates to minor alignment changes on the Bass Highway. The Computer Equipment write-down is a result of applying the asset capitalisation threshold adopted by the Deaprtment of $5,000.

Notes to and forming part of the Financial Statements for the Year Ended 30 June 1998

9. Administered Transactions

(a)Administered expenses

	1997-98 $'000	1996-97 $'000
CSO Payment to the Metropolitan Transport Trust	18,824	7,041
Payments to School Bus Operators: Route Services	4,567	3,859
Payments to School Bus Operators: Contract Services	15,164	15,453
Conveyance Allowance	514	550
Pensioner Air Travel	8	6
Transport Access Scheme	568	523
Pensioner, Aged and Unemployed Concessions (Private Operators)	788	860
King Island Shipping Service Subsidy	264	223
Flinders Island Freight Subsidies	203	212
Contribution Towards Construction of Streets in Towns by Municipal Councils	31	52
NRTC: Local Government Contribution	1,379	1,100
Launceston Flood Protection	...	50
Structural Performance and Initiatives Program Repayment	498	314
Monies Received on Behalf of External Bodies	147,336	135,110
Interim Marine Advisory Board - Government Contribution	774	171
Taxi Industry General Administration	65	58
Commonwealth Allocation of National Road Funds Transfer (L090)	27,735	35,485
Consolidated Fund Revenue Transfer (Y340 & Y804)	26,808	25,117
Refund of Motor Vehicle Registrations and Drivers Licence Fees	31	41
Abt Railway	121	...
Rail Infrastructure Fund	1,005	...
Doubtful Debts	3	...
Other	3,603	...
TOTAL ADMINISTERED EXPENSES	**250,289**	**226,225**

(b) Administered revenues

	1997-98 $'000	1996-97 $'000
Appropriation-Recurrent Services	43,521	29,037
Appropriation-Works and Services	...	1,150
Appropriation-Reserved by Law	31	52
Y340 - Transport	26,773	25,178
Commonwealth Allocation of National Road Funds (L090)	27,735	35,485
Interim Marine Advisory Board	207	27
Cab and Hire Car Trust Funds	143	127
Monies Received on Behalf of External Bodies	147,935	136,292
Rail Infrastructure Fund	1,386	...
Other	3,614	4
TOTAL ADMINISTERED REVENUES	**251,345**	**227,352**

10. Receivables

(a) Controlled

	1997-98 Current $'000	1997-98 Non-Current $'000	1996-97 Current $'000	1996-97 Non-Current $'000
User fees and charges	155	270	384	275
Less: Provision for doubtful debts	(6)	...	(31)	...
Department of Treasury and Finance				
(30 June cash expenditure reimbursement received on 1 July)[1]	...	...	1,238	...
TOTAL	**149**	**270**	**1,591**	**275**

Notes:

1. Reimbursement is to be treated as cash in transit from 1997-98 as advised by the Department of Treasury and Finance in Circular Memorandum 7/98.

(b) Administered

	1997-98 Current $'000	1997-98 Non-Current $'000	1996-97 Current $'000	1996-97 Non-Current $'000
User fees and charges	68	5	109	...
Less: Provision for doubtful debts	3	...	...	...
Department of Treasury and Finance				
(30 June cash expenditure reimbursement received on 1 July) [1]	...	...	1,821	...
TOTAL	**65**	**5**	**1,930**	**...**

Notes:

1. Reimbursement is to be treated as cash in transit from 1997-98 as advised by the Department of Treasury and Finance in Circular Memorandum 7/98.

11. Other Current Assets

	1997-98 $'000	1996-97 $'000
Prepayments	461	318
Supplies	267	106
TOTAL OTHER CURRENT ASSETS	**728**	**424**

Notes to and forming part of the Financial Statements for the Year Ended 30 June 1998

12. Non-Current Assets

(a) Controlled

	1997-98 $'000	1996-97 $'000
Plant and Equipment		
Plant and Equipment	1,176	1,086
Less: accumulated depreciation	625	478
	551	**608**
Motor Vehicles	533	414
Less: accumulated depreciation	521	326
	12	**88**
Marine Vessels and Equipment	6,567	6,567
Less: accumulated depreciation	1,763	1,435
	4,804	**5,132**
Computer Equipment	882	3,882
Less: accumulated depreciation	717	2,254
	165	**1,628**
Land and Buildings		
Buildings	1,581	1,860
Less: accumulated depreciation	162	197
	1,419	**1,663**
Land Under Buildings[1]	1,648	2,052
Less: accumulated depreciation	...	...
	1,648	**2,052**
Vacant Land Holdings	6,878	6,141
Less: accumulated depreciation	...	...
	6,878	**6,141**
Aerodromes	217	217
Less: accumulated depreciation	12	8
	205	**209**
Other Infrastructure		
Traffic Signal Installations[2]	21,619	21,399
Less: accumulated depreciation	12,102	11,434
	9,517	**9,965**

Notes:

1. The Valuer-General's latest municipal valuations have been used as the values of land under other buildings controlled by the Department throughout the State.
2. The value of traffic signal installations commissioned in 1996-97, $0.48 million, was determined on the basis of the average cost of installation of similar sites in recent years as included in the 1995-96 Australian Valuation Office valuation.

Notes to and forming part of the Financial Statements for the Year Ended 30 June 1998

Road Infrastructure

	1997-98 $'000	1996-97 $'000
The Department's infrastructure is represented by:		
Roads		
Opening Balance	2,192,913	2,180,930
Add: Additions	19,300	3,949
Less: Deletions	(1,023)	(4,306)
Add: Capital Improvements	7,779	18,656
Less: Revaluation Write Up (Down)	(22,197)	(6,316)
	2,196,772	**2,192,913**
Less: Provision for Asset Restoration	741,058	739,179
Written Down Value as at 30 June	**1,455,714**	**1,453,734**
Land Under Roads & within Road Reservation		
Opening Balance	284,506	283,730
Add: Revaluation	(3,128)	...
Add: Net Additions	340	777
Written Down Value as at 30 June	**281,718**	**284,507**
Bridges Replacement		
Opening Balance	1,102,571	1,092,075
Less: Deletions	(18,073)	...
Add: Bridge Additions	4,868	...
Add: Bridge Capital Improvements	...	1,512
Add: Revaluation	14,373	8,984
	1,103,739	**1,102,571**
Accumulated		
Less: Bridges Depreciation	193,663	188,743
Written Down Value as at 30 June	**910,076**	**913,828**
Value as at 30 June (excluding Major Works-in-Progress)	**2,647,508**	**2,652,069**
Major Works-in-Progress		
Opening Balance	24,589	8,570
Add Additions	25,180	16,019
Less Deletions	(19,300)	...
Value as at 30 June (Major Works-in-Progress)	**30,469**	**24,589**
Total Road Asset Infrastructure	**2,677,977**	**2,676,658**

(b)Administered

Investments	1997-98 $'000	1996-97 $'000
Metro Tasmania Pty Ltd	8,843	...
Port Corporations	63,473	...
	72,316	...

These investments were not recognised in the 1996-97 Financial Statements. The Minister for Transport and the Minister for Finance have an equal shareholding in the corporations detailed above.

13. Equity and Changes in Equity

Equity represents the residual interest in the net assets of the Department. The Government holds the equity interest in the Department on behalf of the community. The asset revaluation reserve represents that portion of equity resulting from the revaluation of non-current assets.

	Accumulated Surplus		Asset Revaluation Reserve		Total	
	1997-98 $'000	1996-97 $'000	1997-98 $'000	1996-97 $'000	1997-98 $'000	1996-97 $'000
Balance as at the beginning of the period	2,692,655	2,676,190	2,692	...	2,695,347	2,676,190
Assets Not Previously Recognised / Incorrectly Recognised	1,221	...	...	...	1,221	...
Change during period	(148)	16,465	(2,669)	2,692	(2,817)	19,157
Balance as at the end of the period	2,693,728	2,692,655	23	2,692	2,693,751	2,695,347

Changes during the 1997-98 financial year include:

- a decrease in Net Assets from Operations totalling $0.148 million.

Revaluations recognised during the reporting period are as follows:

	1997-98 $'000	1996-97 $'000
Land Under Buildings	...	24
Buildings	(73)	...
Land Holdings	72	...
Road Infrastructure		
Roads	(22,197)	(6,316)
Land Under Roads	(3,128)	...
Bridges	14,373	8,984
TOTAL	(10,953)	2,692

Of the $10.952m revaluation decrement in Road Infrastructure $2.668 million was offset against previous increments with $8.284 million charged as an abnormal item in the Operating Statement.

Public Accounts - Accrual Statements

Notes to and forming part of the Financial Statements for the Year Ended 30 June 1998

14. Reconciliation of Cash

For the purposes of the statement of cash flows, cash includes cash on hand and in banks. Cash at the end of the reporting period as shown in the statement of cash flows is reconciled to the related items in the statement of financial position as follows:

	1997-98 Controlled $'000	1997-98 Administered $'000	1996-97 Controlled $'000	1996-97 Administered $'000
Cash at Bank	...	...	(1,238)	(652)
Cash Floats	16	...	16	...
Deposit Accounts	506	3,049	391	1,866
TOTAL	**522**	**3,049**	**(831)**	**1,214**

15. Reconciliation of Net Cash used in Operating Activities to Net Cost of Services

For the purposes of the statement of cash flows, cash includes cash on hand and deposit accounts.

	1997-98 $'000	1996-97 $'000
Net cash used in operating activities	(66,025)	(74,481)
Employee entitlements	(23)	(383)
Depreciation	(15,417)	(20,534)
(Increase)/Decrease in Doubtful Debts	25	(3)
Increase/(Decrease) in other current assets	304	(10)
(Increase)/Decrease in payables[1]	710	(148)
Increase/(Decrease) in receivables	(234)	162
NET COST OF SERVICES	**(80,660)**	**(95,397)**

Notes:

1. Total change in payables is an increase of $0.815 million. Of that amount $1.525 million reflects an increase in payables relating to investing activities. This is offset by the decrease in operating activity payables of $0.710m.

16. Purchase of Non-Current Assets

	1997-98 $'000	1996-97 $'000
Payments for vacant land holdings	35	300
Payments for land under buildings	...	55
Payments for capital expenditure on buildings	...	309
Payments for acquisition of plant and equipment	30	41
Payments for traffic signal installations	220	480
Payments for computer equipment	7	1,094
Road asset infrastructure capital expenditure	36,427	34,296
TOTAL	**36,719**	**36,575**

17. Payables

(a) Controlled

	1997-98 $'000	1996-97 $'000
Sundry Creditors	1,064	1,158
Accrued Expenses	2,928	1,414
Post Balance Date Contractor Claim	...	605
TOTAL	**3,992**	**3,177**

(b) Administered

	1997-98 $'000	1996-97 $'000
Sundry Creditors	95	58
Department of Treasury and Finance 30 June Cash expenditure reimbursement	...	1,169
Transfers	3,024	1,945
TOTAL	**3,119**	**3,172**

18. Commitments for Capital Expenditure

At the reporting date, the Department had entered into contracts for the following capital related expenditures (also includes maintenance and consultant contracts relating to the Road Infrastructure):

	1997-98 $'000	1996-97 $'000
Infrastructure - State Roads	103,312	11,709
Infrastructure - National Roads	54,874	9
	158,096	**11,718**
These expenditures are due for payment:		
Not later than 1 year	36,357	10,669
Later than 1 year and not later than 2 years	35,276	1,049
Later than 2 year and not later than 3 years	31,726	...
Later than 3 year and not later than 4 years	7,820	...
Later than 4 year and not later than 5 years	7,820	...
Later than 5 years	39,097	...
TOTAL	**158,096**	**11,718**

The increase is mainly due to the letting of long term roads maintenance contracts, in particular the 10 Year Maintenance Contract for the Southern Tasmanian Road Network.

19. Operating Lease Commitments

At the reporting date, the Department had the following obligations under non-cancellable operating leases (these obligations are not recognised as liabilities):

	1997-98 $'000	1996-97 $'000
Not later than 1 year	910	751
Later than 1 year and not later than 2 years	17	...
Later than 2 years and not later than 5 years	33	...
Later than 5 years	...	...
TOTAL	960	751

Government decisions and directives in 1997-98 will determine the extent of the continuation or entry into operating leases by the Department.

20.Employee Entitlements

	1997-98 $'000	1996-97 $'000
Current		
Accrued Salaries	329	263
Long Service Leave	282	279
Annual Leave	2,228	2,315
	2,839	2,857
Non-Current		
Long Service Leave	4,263	4,222
	4,263	4,222
TOTAL	7,102	7,079

21. Loan Liability

As at 30 June 1998 the Department of Transport owed $1.545 million to the Department of Treasury and Finance. The amount relates to an agreement to borrow $4.629 million under the Structural Performance and Initiatives Program for the re-engineering and redevelopment of the Motor Registry computer system and the completion of the Review into the Efficiency and Operations of the Motor Registry. The loan will be fully repaid by 30 June 2001.

22. Contingent Obligations

As at 30 June 1998 the following contingent liabilities exist:

- A number of unsettled claims for Limited Access Compensation;
- An unsettled damages claim for loss of value on a vehicle relating to an inspection by Transport Inspectors;
- An unsettled damages claim relating to an inspection done by an authorised inspection station with the claimant arguing the Department has responsibility;
- An unsettled claim relating to a cyclist accident on a bridge in 1995;
- An unsettled claim in respect of an incident on the Abel Tasman; and
- A number of compensation claims relating to property acquisition.

The Department is actively defending the above claims. Due to the nature of the claims and the uncertainty as to the timing and quantum of potential settlement in each case it is not possible to reliably measure these obligations in the Financial Statements.

Certification of Financial Statements for the Year Ended 30 June 1998

The accompanying financial statements of the Department of Transport are in agreement with the relevant accounts and records and have been prepared in compliance with Treasurer's Instructions issued under the provisions of the *Financial Management and Audit Act 1990* to present fairly the financial transactions for the year ended 30 June 1998 and the financial position as at end of the year.

At the date of signing, I am not aware of any circumstances which would render the particulars included in the finacial statements misleading or inaccurate.

Neil Aplin
Secretary
31 August 1998

Independent Audit Report

To the Acting Secretary Department of Infrastructure, Energy and Resources

Scope

I have audited the financial report comprising Cash Statements prepared on the cash basis of accounting, and Operating, Financial Position and Cash Flows Statements and notes thereto of the former Department of Transport for the year ended 30 June 1998. The former Secretary of that Department, as Head of Agency, was responsible under Section 27(1) of the Financial Management and Audit Act 1990 for the preparation of the financial report in accordance with the reporting framework prescribed in the Treasurer's Instructions issued under the Act. I have conducted an independent audit of the financial report in order to express an opinion on the information it contains.

The audit has been conducted in accordance with Australian Auditing Standards and used procedures which included examination, on a test basis, of evidence supporting the amounts and other disclosures in the financial report, and the evaluation of significant accounting estimates. These procedures have been undertaken to form an opinion whether, in all material respects, the financial report is presented fairly in accordance with the Treasurer's instructions, Australian Accounting Standards and other mandatory professional reporting requirements so as to present a view which is consistent with my understanding of the financial position of the former Department of Transport and the results of its operations and its cash flows.

The audit opinion expressed in this report has been formed on the above basis.

Audit Opinion

In my opinion the financial report presents fairly, in accordance with the Treasurer's Instructions issued under the Financial Management and Audit Act 1990 and applicable Accounting Standards and other mandatory professional reporting requirements, the financial position of the Department of Transport as at 30 June 1998, and the results of its operations and its cash flows for the year then ended.

A J McHugh
AUDITOR-GENERAL
19 November 1998
Hobart

TASMANIAN AUDIT OFFICE